

NOVEMBER 24, 1950
TECHNOLOGY DEPT.

9^d

The Autocar

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DETROIT



LOGGING THE MILES IN B.C.

The Austin A40 had no difficulty in making a great name for itself in British Columbia. A roomy saloon that is so liberal with performance and riding comfort, yet so

frugal with fuel, is out of the ordinary run of cars. Most overseas motorists evidently feel the same way . . . the A40 is good for the export drive.

AUSTIN — you can depend on it!

WHEN
DESIGN
IS
FLUID
PROGRESSIVE
MANUFACTURERS
LOOK
AHEAD
TO

GIRLING

THE BEST BRAKES IN THE WORLD

HYDRAULIC

THE BEST
BRAKES
IN THE
WORLD
AS

BRAKES

ADVANCED IN
PERFORMANCE
AS THE CARS
AND COMMERCIAL
VEHICLES TO WHICH
THEY ARE
FITTED

The Originators of the
**HYDRAULIC MECHANICAL
SYSTEM**

GIRLING LTD KINGS ROAD
TYSELEY BIRMINGHAM II

You do the
DRIVING Sir,
and let **ME** do
the dirty work..
it's **BETTER** and
CHEAPER



POINTS OF TECALEMIT SERVICE

- 1 Chassis Lubrication.
- 2 Springs sprayed.
- 3 Engine, Gear Box and Back Axle checked for oil.
- 4 Bodywork and Metalwork washed and polished.
- 5 Brakes and Steerings carefully inspected.
- 6 Tyres inspected and checked.
- 7 All work recorded.
- 8 Reminder sent you when car needs re-servicing.

From all Garages and Service Stations
displaying the Target and Arrow Sign.

Lubrication and Servicing Equipment

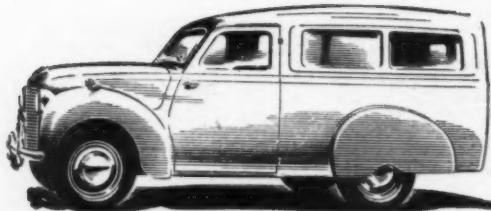
for every Industry.

Metering and Filtration.

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The Authority on Specialised Maintenance

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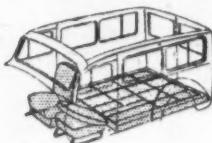


**ITS
GOOD GOING
IN A
UTILECON**

... because it's so comfortable

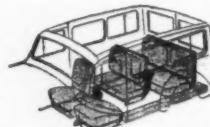


You'll appreciate the de luxe comfort, armchair upholstery, exceptionally smart appearance and the adaptability of the Utilecon.



VAN

A van with roomy flat floor space, yet in 30 seconds it can be transformed into a smart streamlined saloon with seating for five or seven persons.



SALOON

The Utilecon is available on 5-6 cwt. or 10-12 cwt. models of Bedford, Ford or Morris, and full particulars can be obtained from the manufacturers of these makes or direct from the Utilecon designers.

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Registered
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145-147 SANDGATE ROAD
FOLKESTONE

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**NEW
COMPACT
EASILY FITTED**



CAR RADIO *for all!*

THIS new Ekco Car Radio, model CR117, can be mounted as a single compact unit, or in three separate parts. Your Ekco Car Radio Service Dealer finds it easy to install in cars of any year or make—and the price, considering the newly designed adaptability and features of the receiver, is surprisingly modest. Model CR117 has press-button control of three pre-set stations and manual tuning, with an R.F. stage for improved sensitivity. A 3-way tone control is provided, and a dimming switch allows the illumination on the clear, magnifying Diakon tuning scale to be varied according to need.

22 Gns. (Tax paid)

EKCO Car Radio Model CR117 — a quality-built 6-valve superhet comprising power pack, receiver and speaker which can be mounted as one or in three separate units according to car layout. Impressive performance, unquestioned reliability. Available for 6-v. and 12-v. operation, in Black with Green tuning scale or Beige with Maroon scale.

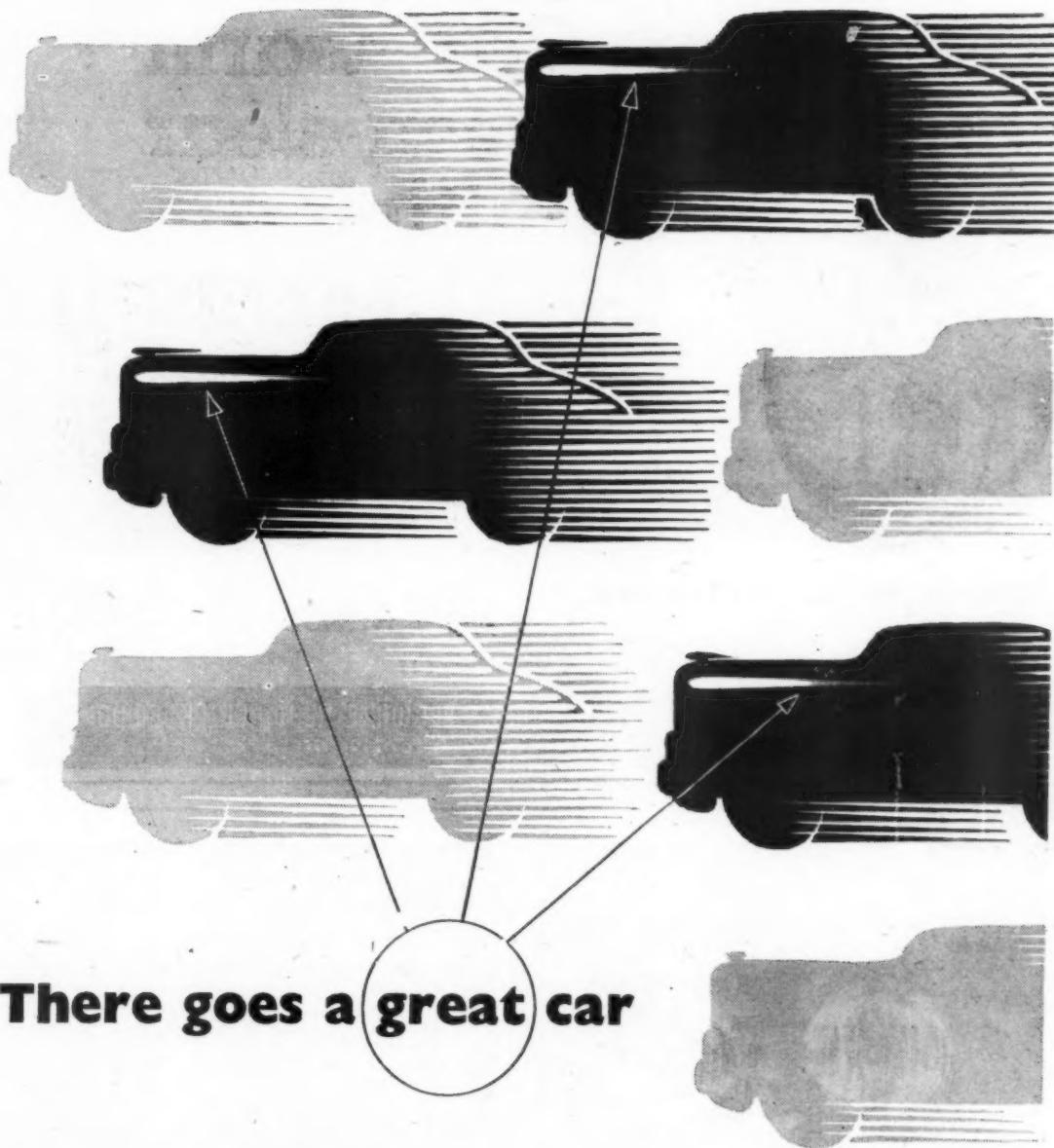
Ekco car radio is standard optional equipment for the Austin A40, A70 and A90, for the Ford V8 Pilot and many other outstanding cars. Here's proof of Ekco quality and reliability!

EKCO Radio

For Car, Coach or Commercial Vehicle

E. K. COLE LTD., EKCO WORKS, SOUTHERN-ON-SEA, ESSEX





There goes a great car

Through all the changes of car fashion one symbol has endured — the famous bonnet flutes which have distinguished Vauxhall cars since the earliest days of motoring. To Vauxhall owners the flutes have become a hall mark . . . of performance with an extra turn of speed . . . of supreme comfort in riding and driving . . . of economy in first cost and running costs . . . of nation-wide Square Deal Service. Today the flutes grace two outstanding Vauxhalls — the 2½ litre 6-cylinder Velox (£450 plus £125. 15. 0 p.t.) and the 1½ litre 4-cylinder Wyvern (£395 plus £110. 9. 5 p.t.).

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keep your Car warm and your screen clear by fitting a **GALLAY CAR HEATER**



A.4 PUMP TYPE HEATER

A handsome high efficiency article, a welcome addition to the finest car. Heat control doors direct maximum heat in the direction required. Twin demister outlets included. Built-in rheostatic switch controlling fan speed. Measurements: 7" dia. x 5.9/16" O.A. (6.1/16" O.A. with bulkhead mounting). 6, 12, or 24 volts.

Prices from £8 8s. Consult your garage or write to:

DELANEY GALLAY LTD · VULCAN WORKS · EDGWARE ROAD · CRICKLEWOOD · N.W.2
TELEPHONE: GLADstone 2201

MODELS AVAILABLE FOR ALL PUMP COOLED CARS AND THE FOLLOWING WITH THERMO-SYPHON COOLING—Austin 8, 10, 12; Fiat 1100; Ford 8, 10; Hillman Minx Marks I, II, III; Jowett Bradford; Morris 8 series E and Minor (water pump supplied with heater); Singer 10; Standard 8, 9.

DEMISTER AND INSTALLATION KITS supplied wherever possible to suit each individual car.....ensuring

INSTALLATION WITHOUT IMPROVISATION!



The World's Safest NON-GLARE Fog, Driving & Pass Lamps

PASSMASTER—Triumph of Optical Research. Throws a powerful beam to the near side of the road only—eliminates dazzling.

ROADMASTER—Range 300ft. Width 80ft.

SPEEDMASTER—Range 600ft. Width over 40ft. Recommended for private cars, particularly those under 20 h.p.

FOGMASTER—Range 400ft. Width 80ft.

DRIVEMASTER—Range 800ft. Width over 40ft. Recommended for larger cars and commercial vehicles.

The superb Notek beam can only be achieved by using Notek Mazda 36-w. horizontal filament bulbs.

A NEW DEVELOPMENT:—
NOTEK REVERSING LIGHT.

Ask for detailed brochure
Obtainable from Garages and Motor Agents.



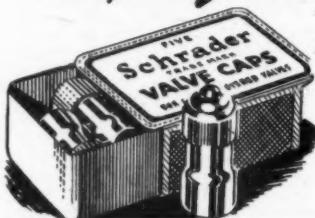
FINGER *tight*

**FIXING OF THE VALVE CAP GIVES
AN AIR SEAL UP TO 250-LBS PRESSURE**

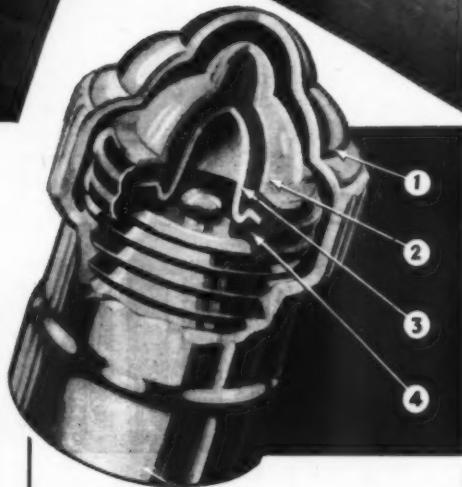
When the valve cap is replaced it should always be applied finger tight. The final twist you give it not only seals the valve but anchors the cap securely in place. Vibration will not loosen it nor cause it to work off. Schrader valve caps form an air seal up to 250-lbs pressure and protect the valve mechanism from the harmful effects of dirt and grit.

Schrader STANDARD TYRE VALVE

Keeper of the Air you ride on



*Always replace the valve cap
Sold in boxes of 5*



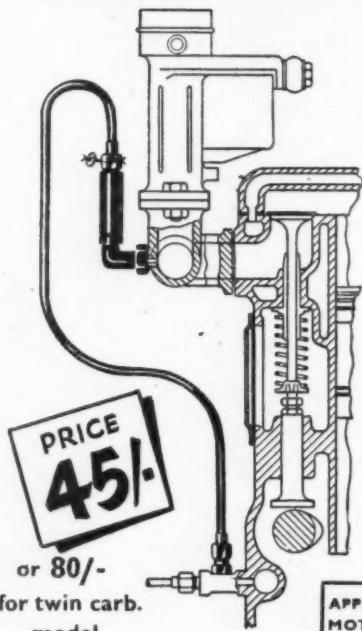
1 Valve cap body shell.

2 Brass swivel plate allows cap shell to turn independently of rubber washer. This assures proper seating of washer.

3 Brass dome-shaped plate provides an indestructible chamber for safe clearance of valve core pin.

4 Moulded rubber washer seals valve mouth when cap is screwed on firmly by hand, while rubber between plates 2 and 3 provides spring action and maintains positive seal.

40,000 MILES MOTORING Guaranteed without a rebore!



The Davies 'Topcyl' Lubricator is guaranteed to prevent cylinder wear by injecting a spray of oil direct to the cylinder head during the first 5 minutes of "dry" running. This method is so absolutely reliable that, should excessive wear occur within 30/40,000 miles motoring (depending on H.P. of car) we will pay the cost of a rebore up to £25.0.0d., under the terms of our Written Guarantee. Order NOW before the cold weather from your Garage or direct from E.D.K. Products.

- Completely automatic—needs no attention
- No containers to be filled—Easy to install

The DAVIES

'Topcyl'
LUBRICATOR

APPROVED BY LEADING
MOTOR MANUFACTURERS

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For Factory Reconditioned Service Units



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JAGUAR DOES **107.46 m.p.h.** **FOR 24 HOURS!**

Starting at 5 p.m. on Tuesday, 24th October on the Montlhéry Track, near Paris, a production model Jaguar XK. 120 driven by Leslie Johnson and Stirling Moss covered a distance of 2,579 miles in 24 hours at an average speed of 107.46 m.p.h. . . . using

EssoLube

the oil for wiser drivers

JAGUAR DRIVERS KNOW *It pays to say*



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contribute to yet another sensational performance

104 miles in 1 hour

BY A Bristol 2-LITRE SALOON AT MONTLHERY, FRANCE, on OCTOBER 12



VOKES Air and lubricating oil filters are fitted as standard equipment on all Bristol 2-litre cars. The contribution which they make to performance and reliability is demonstrated not only by such gruelling tests as the above, but also in day to day use on the roads of the world.

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Autocar

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Over 1,000 bargains listed and fully illustrated. The first catalogue of its kind since 1939. Send 6d. for your copy now. Post free.

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5-gallon	28/-
Carr. 4/-	6/-
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Drums free.	
Used nationally by thousands of satisfied customers for over 60 years.	

20/1 000 thick.	16/-
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Post 9d.

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Pump action operated by one hand gives fine mist-like spray.

Each 1/-

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JAGROSE OIL SPRAY GUNS

Pump action operated by one hand gives fine mist-like spray.

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Fully Guaranteed. For regular use of Starter and Lights.

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Packed in Crate and Cartage 7/6.

There is a Jagrose battery to suit every car. Quotations by return

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4½-gallon containers repainted and in first-class condition. Every can guaranteed to pressure tested before despatch.

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Complete with handle. 11/6
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2½-pint capacity with wall bracket. Limited supply.

25/-

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250 hours at one filling. Paraffin fuel.

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1 pint 6/- 1 quart 13/-

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Amount required—1 pint Glycol to 4 Pints Water.

Please send container.

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Ex-W.D.

Remove sparking plug, fit pump and inflate tyres whilst engine runs. Suitable for 14 or 18 mm. plugs. Limited supply.

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250-hour Para-fuel.

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Black, 5/6 and 7/6.

Chrome, 8/6 and 10/6.

Bulbs 1/6 each extra.

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Black, 5/6 and 7/6.

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"QUICK FIT" CONNECTION.

Standard, 6in. x 2in. barrel.

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Very efficient. Fully guaranteed.

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LOOSE SEAT COVERS
For perfect style, comfort and economy ...

Expertly tailored for Armstrong Siddeley, Austin, Citroen, Fiat, Ford, Hillman, Humber, Jowett, M.G., Morris, Renault, Riley, Rover, Singer, Standard, Sunbeam-Talbot, Triumph, Vauxhall, Wolseley and other makers of cars.

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Austin 8/40..... £7 5 0

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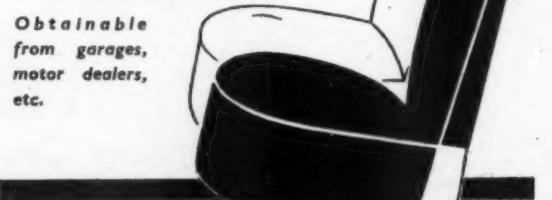
Hillman Minx..... £7 5 0

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Telephone: Shepherds Bush 1079.

Cables: Concover, London

The
 1500



Dignity, style and perfect balance.

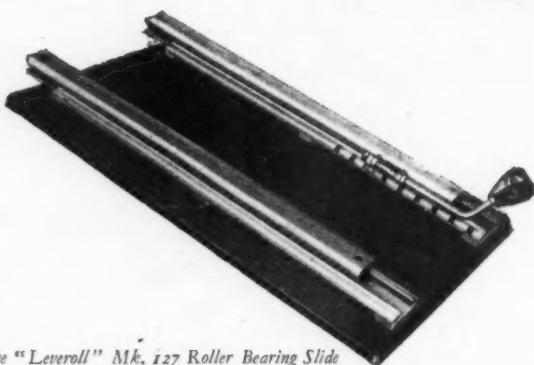
High performance cloaked in quiet good manners.

Real comfort for 5-6 in a one-and-a-half litre. This is the S.M. 1500.

★ The Autocar : ". . . Highly acceptable to a driver who cares above the average for the way in which his car performs and handles."

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MOTOR SHOW PROVES CHAPMANS popularity

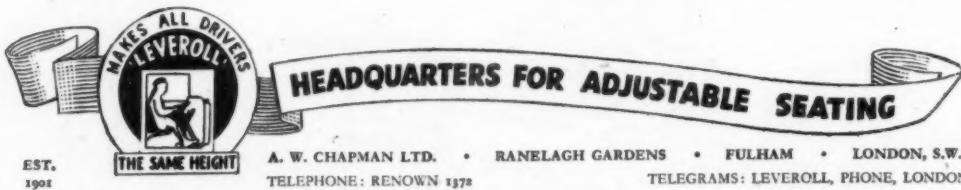


The "Leveroll" Mk. 127 Roller Bearing Slide mechanism provides the smoothest horizontal seat adjustment. It was fitted to 26 cars at the Motor Show.

Investigation at the recent Motor Show showed that more British cars were fitted with Chapmans Adjustable Seat Mechanisms than any other make.

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2" dia. to 40" dia.
wheels as shown.

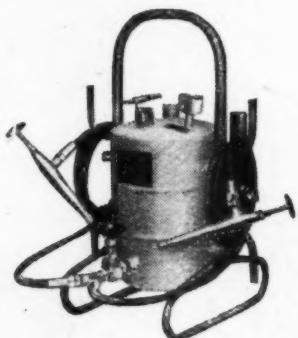
Capacities up to
30 TONS EACH

Over 5000 types and
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SPECIFY:
Quantity, type and size
of wheel. Type of head
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Ask for Brochure.

ENGINEERS, PATENTEES & SOLE MANUFACTURERS
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Established over a quarter of a century.
Please mention "Autocar."

- ENTIRELY PORTABLE
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- Successfully clears & lubricates all blocked nipples



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TWO GUN LUBRICATOR

for high & low pressure lubrication

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LUBRICATION COSTS . . .

GAMAGES REMIND YOU
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For convenience and economy
keep a 5-gallon drum of
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SOLD DIRECT
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Carr 3 - outside van delivery
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5 gallons of an equivalent
oil bought in half-pints
costs approximately

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Gamages 'Premium' Oil :—

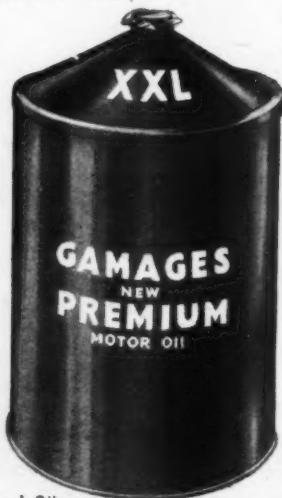
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A, BB, XL, XXL, XXXL (very heavy), and SAE 20 Gamagolite—the very light
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Grades as above.

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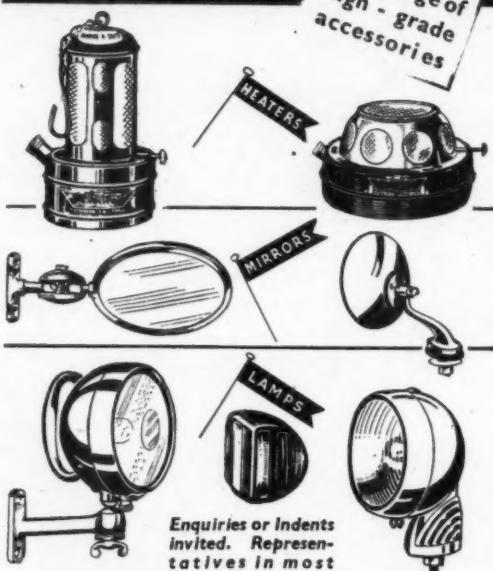
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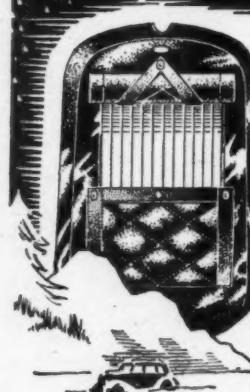


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Best for Winter's worst



- For quick starting, petrol economy, reduction of starting-train and engine wear.
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- Triple material throughout, clean tailored lines, reinforced seams.
- ALSO THE FABRAM MINIMUF with Patented quick-action attachment.
- DELIVERY FROM STOCK FOR ALL POPULAR MODELS.

PRICES

Daimler 2½-litre	65/-
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M'NIMUF

Austin 8-10	35-
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By Name and Nature - PARAMOUNT

Designed to provide a Sports Car of exceptional beauty whilst retaining the distinctive British character favoured by most Sports Drivers.

A coach-built car with all aluminium panelling on an ash frame.

Excelling in Safety, Manoeuvrability, Comfort and Economy, the most important features of present day motoring.

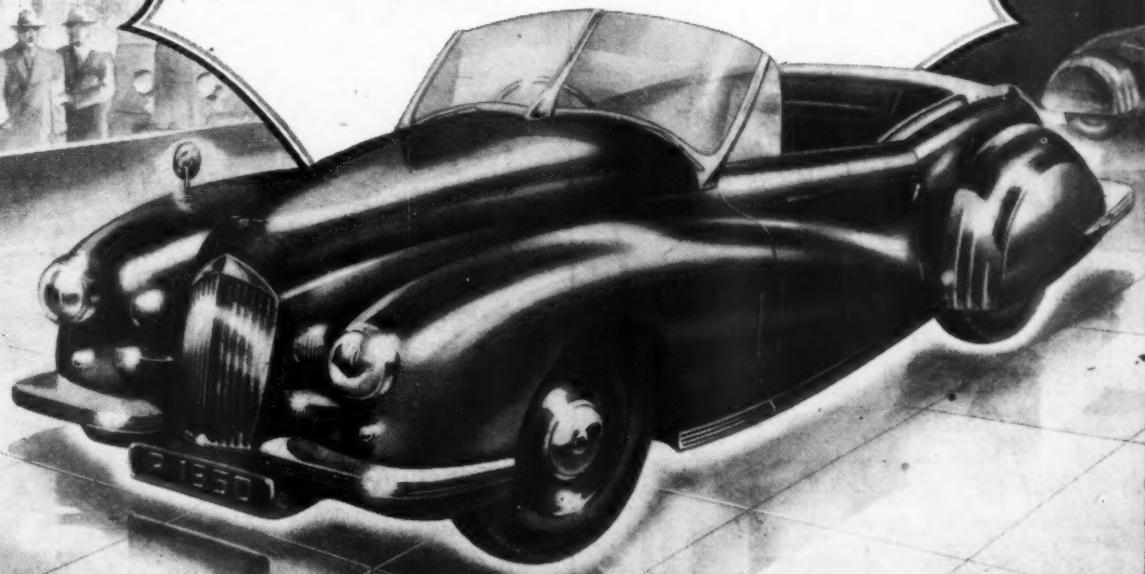
A car which is BUILT TO LAST

10 h.p. de luxe DROPHEAD COUPE - £575
PLUS £160.9.5 P.T.

10 h.p. ROADSTER - - - - £498
PLUS £139.1.8 P.T.

SUPERCHARGER £75 EXTRA

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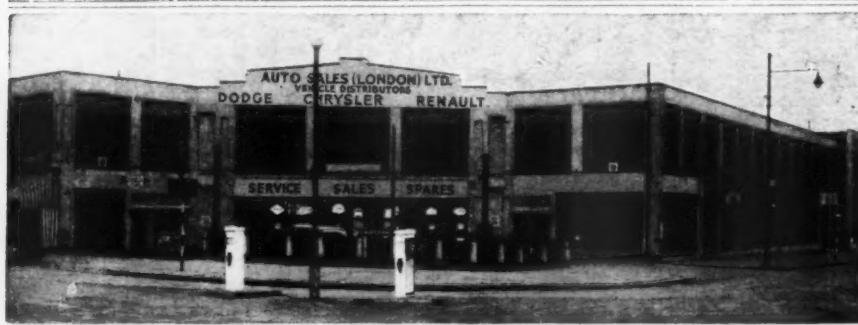


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PREMIUM (DETERGENT) MOTOR OIL

gives Higher oil pressure . . . Lower oil consumption . . . cleaner engines. TIPTONE the detergent OIL that retains its "body" at higher temperatures. Blended to Standard SAE classifications — descriptive leaflet and grade charts on application.

SEE WHAT
 ENTHUSIASTIC
 USERS SAY :—

" . . . transformed a
 filthy engine into a
 clean one after only
 400 miles." P. (NORFOLK)

" . . . lack of oil
 cured." B. (BIRMINGHAM)

★ Special TRIAL OFFER

Normally packed in 5 gallon "suitcase" containers, TIPTONE is now offered in 1 gallon trial size cans to enable more motorists to appreciate the benefits of using this Premium Oil.

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Delivery Free

JOSEPH BATSON & CO. LTD.
 Lubrication Specialists since 1840
 TIPTON, STAFFS & Neath, Glam.

GIVE YOUR CAR A TREAT..

Every car deserves the safety and dependability which wiring with Aerialite Auto Cables gives—see your local garage-man about having it done, and keep "mobile".



**WHAT ABOUT A
 NEW RADIO AERIAL?**

The Aerialite range includes models for fitting on the roof, rear bumper, underneath the running board or to the side of the car.

Prices from 19/6 to 35/6

AERIALITE LTD.
 CASTLE WORKS, STALYBRIDGE, CHESHIRE, ENGLAND.

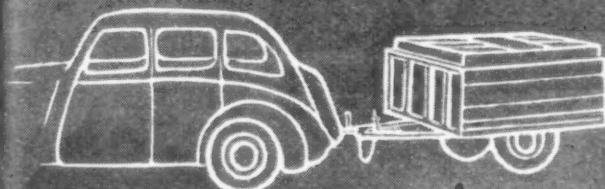


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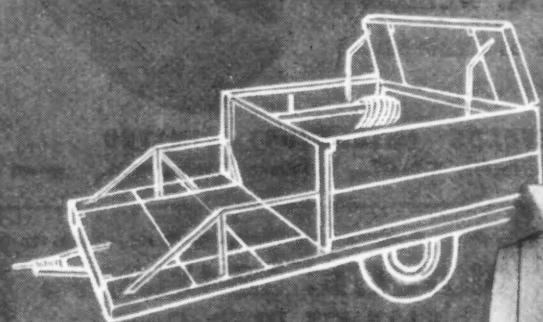
TI

Folda-way

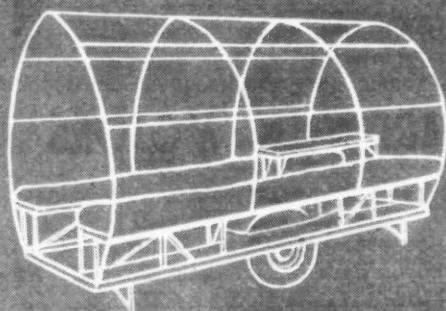
THE CARAVAN THAT FOLDS AWAY



Easily towed behind an 8 h.p. car



"Telescopic Tow Bar"
no storage problems in winter



Strong Superstructure
All Parts Interchangeable

This ingenious new-type collapsible caravan, when closed, has an overall measurement of only 4' 11" x 4' 11", and height from the ground is 4' 0". Weight is less than 7 cwt. It is soundly constructed, with pressed steel easy-clean wheels, 4·75 x 16 tyres and 8" dia. Girling brakes.

Folda-way erection needs no spanners or mechanical experience, the whole simple operation taking but 15 minutes. Open, the caravan measures 12' 0" long, 6' 2" high and 6' 6" wide, accommodating four adults. Not only a holiday home, its commercial uses are numerous —on the farm, at the building site, "on trek" etc.

CURRENT PRICE £110 Ex works
EXTRA FOR MATTRESSES



The skilfully contrived arrangement
of the collapsible chassis enables the
caravan to be towed in the open or
closed position.



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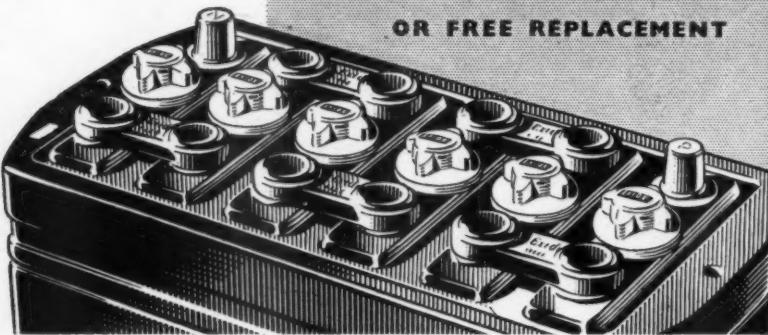
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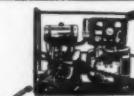
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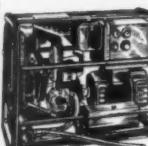
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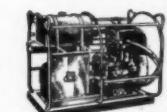


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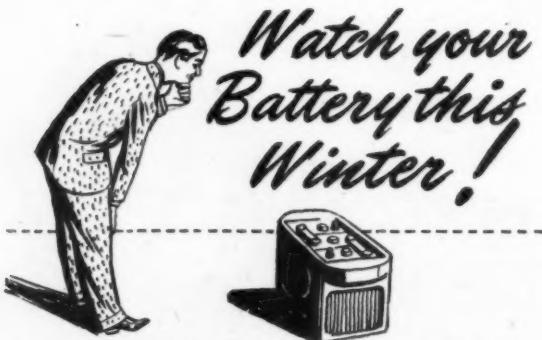
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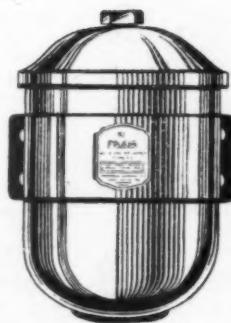
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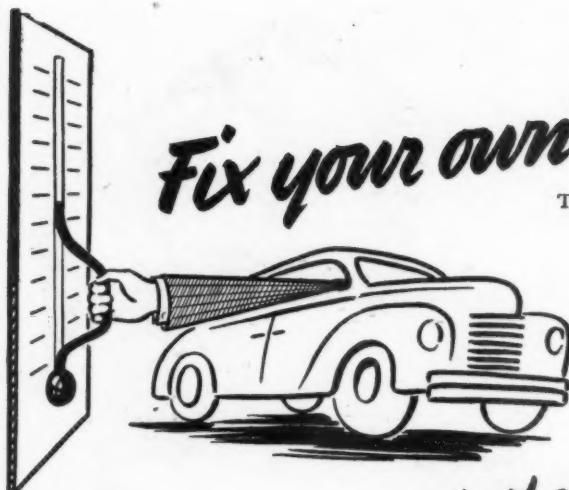
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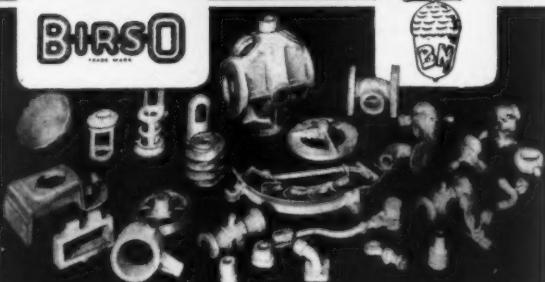
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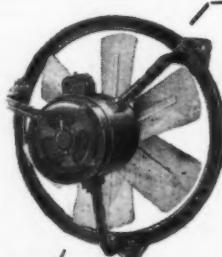
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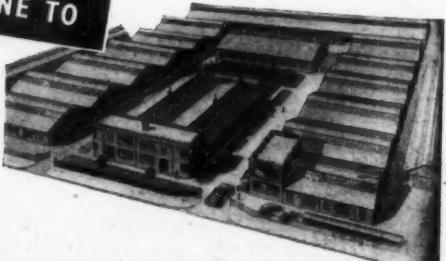
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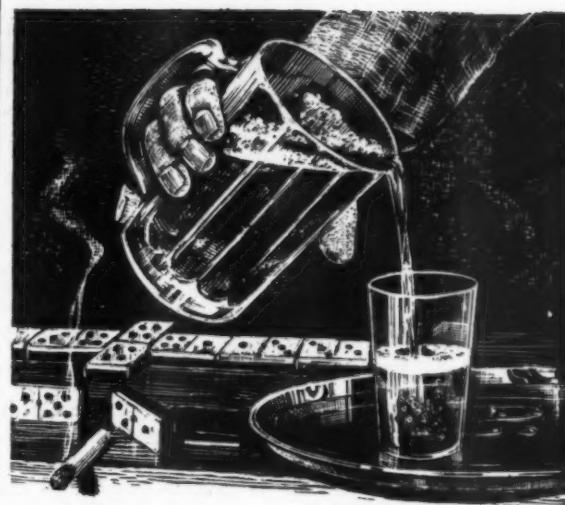
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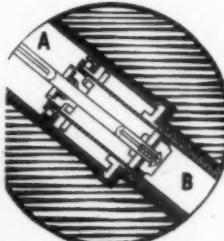


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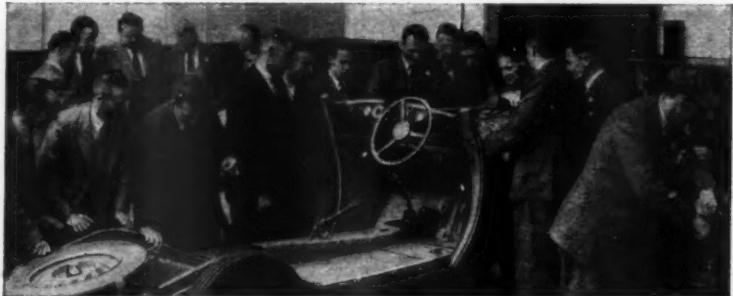
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The Autocar

FOUNDED 1895

No. 2869

FRIDAY, NOVEMBER 24, 1950

Vol. XCV

Clear Thinking on Accidents

L ORD LUCAS is to be congratulated on his initiative in calling the conference on road accidents which took place last week ; the Parliamentary Secretary to the Ministry of Transport will get all the support possible from the Press to which he appealed. Co-operation, however, in no way diminishes the intractability of the problem, and it is our duty to point out the fundamental difficulty.

Roads and traffic, said Lord Lucas, are as they are, money and labour not being available for rapid change. But accidents are increasing and something must be done, rapidly, before the Government is pushed into promoting unpopular restrictive legislation. While we do not agree that this position need have arisen, or that it need continue, the fact that it exists cannot be disputed.

The problem therefore resolves itself into simple fundamentals. Regardless of road and traffic difficulties, the skilled driver can always drive his vehicle safely from A to B, and the equally skilled pedestrian can carry out his errands and cross the roads in comparable safety. If, therefore, the level of skill, road-consciousness, foresight, patience and *unselfishness* enjoyed by the paragons can be induced in all road users the problem is solved.

But obviously, of course, it cannot. Many road users have not the intellect or physical capabilities required for the effort of safety. And skill can be acquired only by experience and practical teaching, a small measure of assistance in the teaching being possible by theoretical means. To provide training up to highly skilled levels for the mass of the populace is beyond the powers of any Government, and even to improve on present standards would need a Herculean effort. If, therefore, the road and traffic *status quo* is to be preserved, we say with the utmost regret that intimidating accident totals will continue. The answer still lies in modernized roads to suit modern traffic.

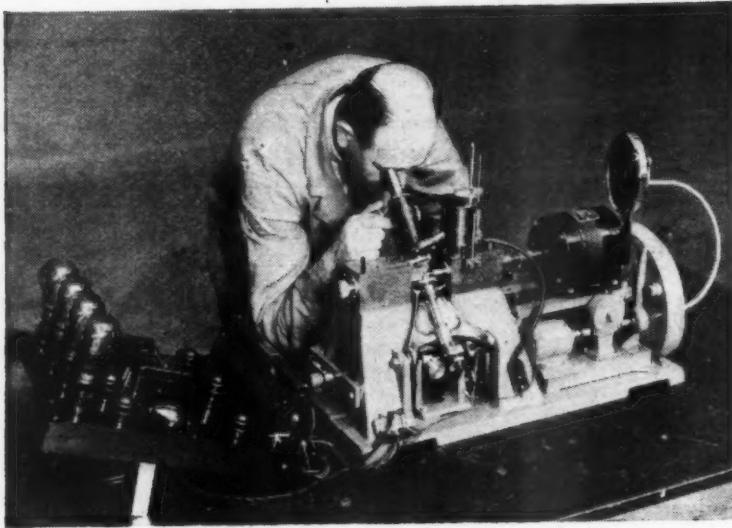
Veteran Sunday

O NCE more the elders of the four-wheel family have made their commemoration journey, and it would be nice to dismiss the run with the customary smile of indulgence and respect. But last Sunday's event brought even more sharply into focus points of misgiving that have arisen since the war.

The enormous crowds everywhere on the route from London to Brighton reinforced the contention of this journal made at the time of the Show—that the consuming public interest in motoring can be ignored only with peril for politicians; but they made the job of the old car drivers undeservedly difficult, for the temperamental machines are not easily handled in the mill of modern saloons. It is not easy to suggest a remedy for this jostling, and we can only appeal for added consideration by "followers." The police must be commended for the latitude they allow the old cars, and it should be pointed out that the drivers do not enjoy taking advantage of this, but are frequently forced to do so by their inability to brake within the distances achieved by modern cars, or to proceed at speeds in the neighbourhood of five miles an hour.

Competitors on the whole are not open to criticism. They take the event in the right spirit and behave accordingly. One form of neglect, however, is to be deprecated. Amongst the great majority of beautifully kept veterans, the few that are stigmatized by unkempt coachwork and shabby wings stand out in unenviable prominence. They may be mechanically sound, and they may be even nearer original condition than the others on which care has been lavished. But they do not reflect the credit on their owners which varnished paint and highly polished metalware are capable of doing. Acceptance for the run should be made conditional on impeccable appearance.

Proving the Product



This elaborate rig, with its microscope, is for measuring friction wear of metals and the values of lubricants. Below : a microphone, oscillograph, noise-level meter, d.c. to a.c. converter and wire or tube recording machines make a formidable team for inside-body noise tests. The camera photographs the image of the noise !



IT is only occasionally that firms throw open the doors of their experimental departments to the publicizing eye, as did the Nuffield Organization early in September this year. The detailed research and testing that are responsible for the reliability of the modern car form an important background that the motorist himself is not able to view at first hand. This made the occasion even more interesting. As might be expected in a fairly experienced visitor to various firms, an initial mood of some scepticism must be confessed. It could be felt that large firms who reveal their secrets to the journalist may have an ulterior motive and that perhaps part of it is to "blind by science," in the well-known phrase, the unknowing ones who have not seen anything of the kind before.

For the practical motorist, who knows, or thinks he knows, why cars go wrong, all this battering to pieces on rigs, controlled twisting of torsion bars, freezing in cold chambers and steeping in artificial sandstorms can sometimes appear unnecessary. He feels that, after all, cars are still designed in the same way, with a little inspiration added to a lot of trial and error and the whole usually enhancing the substance of a tradition.

The Nuffield department shows a range of work that covers practically all the important components of a car. The visitor left the large block of buildings that flanks the road at Cowley feeling that the tricks in this particular Aladdin's cave are worthwhile ones. It is out of fashion nowadays to refer so sceptically to the work of scientists as Swift did. He put them in a laboratory resembling that of the Royal Society, on Laputa where, "one had been eight years upon a project for extracting sunbeams out of cucumbers, which were to be put in vials hermetically sealed, and let out to warm the air in inclement summers." In any case, the laugh is on Swift now, for in the age of vitamins, sunbeams out of cucumbers are not so improbable.

The "Dear, Dead Days"

Scepticism of experimental work may be felt by those familiar with the old days of motoring, when it was possible, with the latitude in design that then existed, for the motorist with mechanical sense to modify his car and get more performance by a little filing here, or strengthening there.

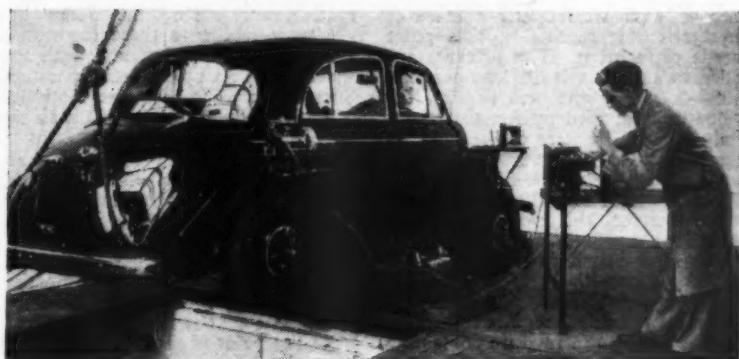
Those days are over. To take just one instance, the "colonial test" at Cowley. The car is mounted on rotating rollers whose periphery is formed of specially designed potholes that reproduce the conditions of African and Belgian roads. These export conditions demand such testing. Not merely of one or two cars, but a

INCENIOUS TEST RIGS IN THE NUFFIELD EXPERIMENTAL DEPARTMENT

whole production batch must give uniform standards. This rig will wear out a set of tyres in about 50 hours' running. On it, a new or modified design is pounded by the hour, and the test ensures that the parts that can break will do so at the time of the test, and not later. Reports are made out for each component, giving its success or failure, and the number of hours of treatment it has run. From the structural point of view, the first year in the life of a car, by the old standards, can be packed into a few hours of running on this rig.

The key words for describing the work of an experimental department are "control" and "measurement." Most drivers will have experience of what it feels like to take a hump-backed bridge. Their stomachs will be the accelerometer. Such work is bad for the rear suspension, because this is suddenly released from a position that may be near the full compression. Their stomach will not tell how large the forces involved may be. At Cowley the suspension is tied up and dropped suddenly, by means of a draw pin, and the forces, with knowledge of the masses of the parts, can be calculated from the acceleration values. Similarly with such vital components as torsion bars. They are taken to the maximum deflection under controlled conditions and the effect on fatigue strength of different materials, surfaces and bar designs is determined. Most of the rigs (the ingenuity that has gone to designing them in all their variety is inexhaustible) enable cars, or parts of cars, to do much the same work as they do on the road, but without the sometimes haphazard quality that is associated with field work. There is important field work as well.

Brake fade is one of those defects that does not loom large in the fears of the average motorist. He associates



A drop test used for spring dampers, with a deflection recorder, accelerometer, and high-speed camera.

it with the glamour and conflict of the Alpine Rally. But modern performance with its large range of speed variation on ordinary road work brings the Alps on to level ground for many cars, and will do so still more in future. It is investigated in detail in this department. Thermocouples are attached to the brake drums and recordings taken while the brakes are heated by severe treatment on the road. Fading is caused by loss of frictional power in the linings, and its amelioration is bound up both with materials and with brake design.

Vibrations

Sympathetic vibrations are studied on another rig. They are those mysterious rattles which begin and end in conformity with the vibration of another part. It is difficult to trace them and their causes, for a car has many parts of varying strength and stiffness. An electro-magnetic vibrator at Cowley can run through the whole range

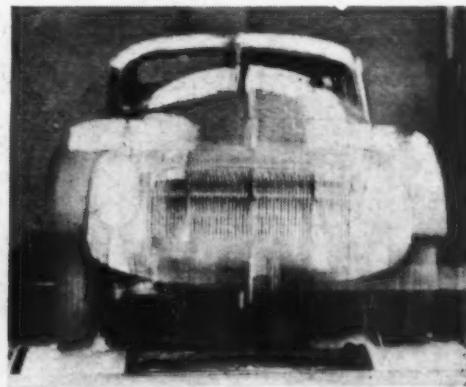
of frequencies, and after visitors had taken off their watches, to save them from magnetic disturbance, they could listen to such parts of the car as would vibrate by chiming in response to their own frequency. Again, on this test, hours of normal road experience can be obtained in a short time. It was made plain that the days when a car could be improved by homework in the back garden are rapidly passing.

It is often felt that drama has to be added to the work of the scientist by the outsider. Medical researchers may have to plot the battles of microscopic bacilli, but this car testing had an immediately apparent interest for the motorist. Only a little of the equipment had a function that was not soon evident.

One of such instruments was the wear tester used to establish the properties of lubricants and of different materials. It is one of only three in existence. It employs a hardened steel ball, which is rotated with, initially, a



A machine which either sucks or blows air into a body to test weather sealing. Leaks are detected in a homely way—by the bubbles from soapy water. Right : A car under ordeal on the colonial test, which simulates an extremely bumpy road.



PROVING THE PRODUCT

point contact with the material under test. The load applied to the ball is at first infinite, but the indentation increases with wear, until a state of equilibrium is reached. (This point needs explanation. The pressure applied to an object is the load over the area— L/A . If the area is zero, the value of L divided by A must be infinite.) The diameter of the indentation is measured, likewise the distance travelled by the periphery of the ball. For a lubricant test, the materials are kept constant, and *vice versa* for a material test. Such a machine, which one was surprised to see outside the N.P.L., is only likely to show results on a long-term basis. Some of the other wear tests were more startling. In one of them, a mixture containing silica and other abrasive material is introduced into the engine, and the pistons are reduced to the "falling apart" state in a very short time. This concentration of wear supplies evidence

on material and components, also on filtration.

Much of the work, as it must be, is routine, and among the duller but necessary rigs were those for testing such components as hydraulic seals and shock absorbers by continual operation. Such rigs provide again the controlled conditions which are part of the air the scientist must breathe.

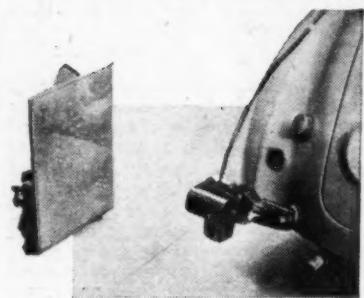
Those who know the cost of large-scale refrigeration will realize that much capital is bound up in equipment such as the cold chamber. It provides a freeze of down to 100 Fahrenheit degrees of frost. This imported North Pole is the only way that information on starting characteristics in cold countries and on body resistance to cold, from the point of view of the passengers, can be readily obtained in this country.

The proof of the experimental pudding is largely in the performance of the car, and performance testing has

Brake drum and hub temperature measurements, using front and rear wheel slip rings, from thermo-couples, and deceleration meters. Most of the instruments used in such tests are made by the Nuffield Organization.



continued



A photo-electric cell and light source record exact times of passing between two points.

been developed carefully at Cowley. To measure accurately the speed of a car is not as easy as it seems. Speedometers are inaccurate and the measured distance, while it may be a useful method for steady speeds, is not so good for the acceleration figures, for which an instrument on the car itself is required. The Cowley method is to measure the rotation of one wheel, by placing a disc of insulating material containing two brass contacts on the rotating part of the wheel hub. Each semi-revolution sends an electrical impulse to a Cambridge vibraphone, modified for this work. It marks a transparent strip twice per revolution, and an accurate clock provides impulses that give a time base. Thus the two basic requirements of distance and time are supplied. Tyres distend under centrifugal force, and a correction based on a known scale of distension for various speeds is applied.

Research a "Tool"

No research work can be a substitute for design, but it provides the proving that will establish the rightness of design. Research equipment is in the broadest sense only a tool and one that depends on the skill of the operator. This country is selling cars to a wide market and it does not itself provide the climatic and geographical conditions that are necessary for full proving. An Italian firm can drive a car directly from the works door up an alp.

Illustrations from the Bagshot testing ground that were shown to visitors at Cowley made it vividly plain that the open air testing makes a valuable complement to the work on the test rigs. An exhibit not directly connected with testing work was formed of all the 19,579 components of a Morris Minor broken down and spread out on benches, even to the packing material of the upholstery. It gave diverse evidence of the complexity of the modern car.

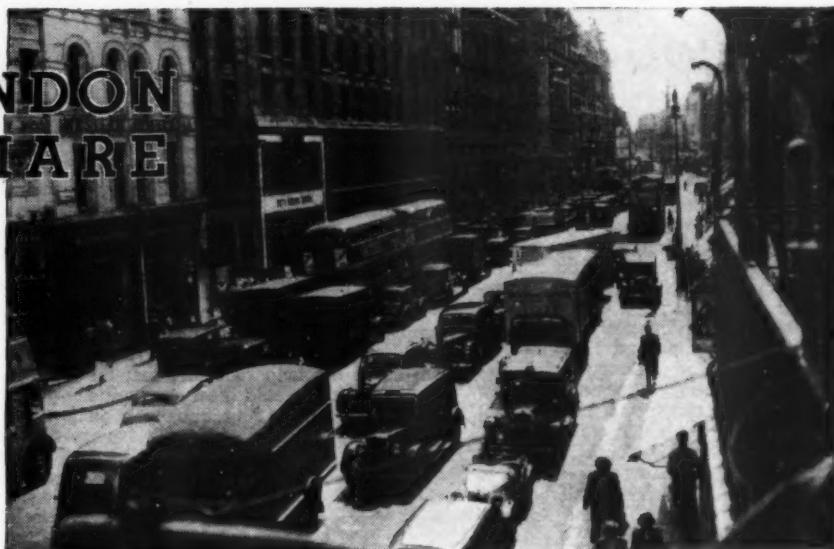
Apart from the exhibits, there was evidence at Cowley of that personal and creative approach to research work without which the best of equipment is comparatively useless.

J. F. H.

THE LONDON NIGHTMARE

LITTLE IS BEING
DONE TO COPE WITH
FESTIVAL TRAFFIC

By WILLIAM
S. SHEPHERD, M.P.



BUILDING on the South Bank for the Festival of Britain goes on steadily, and in a few months thousands of overseas visitors will be bringing their cars to London to add to the even greater number who will pour into the metropolis from the provinces. What are the preparations being made by those responsible for the traffic and for providing the necessary car parks in the West End?

It would appear that little is being done,* and, so far as London's West End is concerned, it looks more like being the Battle of Britain than the Festival. For at the moment the most active step to have been taken seems to be the appointing of a sub-committee by the London and Home Counties Traffic Advisory Committee charged with the task of studying the whole question of traffic congestion and the parking problem. But this Committee, so Minister of Transport Barnes says, is not likely to report until the end of the year—much too late for any effective action to deal with the paralysis which may well set in unless more immediate steps are taken.

Already Saturated

Already the thoroughfares of London's West End are choked with traffic struggling to make a few yards at a time, whilst visitors who have been so venturesome as to bring their cars with them circle round hopelessly looking for a place to park. Fifteen policemen are engaged daily in the West End on the task of summoning unfortunate motorists for alleged obstruction. This leaves all too few available to sort out the traffic congestion.

The current view of the police that this problem can be solved merely by the issue of summonses appears to be neither practical nor helpful. Although last year over 25,000 motorists were prosecuted for alleged obstruction in the Metropolitan Police District we are far from the solution of the problem. It is true that in 1938 a slightly greater number of summonses was issued, but this resulted in bad relations between the police and the motorists.

That prosecution is not enough is quite clear from the recent survey of all the existing parking places and of the cars parked both in parking places and in the streets. This showed that if every parking facility were occupied to the full it would even then be quite impossible to accommodate all the cars. What, then, is to be done?

The defeatists have their idea. It is to ban all private cars from the centre of London during certain times of the day, in the same way as horse-drawn vehicles were banned. Few but cranks would give any support to this idea.

Mr. Barnes, then, has to get moving, and get moving fast. To await the sub-committee's report before taking

[* Prohibition of entry into Central London of Festival coaches is being considered.—ED.]

any practical action is to invite disaster for the Festival of Britain period. Difficult as the problem is there are obviously things that might be done to provide a remedy in part.

Some car parks are not properly utilized because the time allowed is too short, and we should carefully study whether an increase in the number of hours permitted should not be granted at certain parks. A survey should also be made with a view to establishing further street parking places which could be used without hindering the flow of traffic. There are obviously such places, and it is surprising that the maximum use has not been made of them.

Consideration should be given to the question of unilateral parking in the West End. This system works exceedingly well in many provincial cities, and despite the difficulties it is worth a trial in London. With parking on two sides many streets become quickly congested. Sackville Street is one example. If unilateral parking were made obligatory and signs were erected to prevent parking at certain distances from the intersection of the roads much of the existing congestion would be avoided.

But we should have to go further than this. Parks such as St. James's, the Mall, and Hyde Park will probably have to be pressed into service. Of course, there will be an outcry about this, but it could perhaps be arranged for the period of the Festival of Britain and so enable a more measured view to be taken.

Something will have to be done about increasing the garage accommodation which is available in the West End. Many garages are still held by the Government, and many were destroyed during the war. Accommodation is, therefore, much below the demand, with the result that charges are often ridiculously high; so high, in fact, that it possibly pays many motorists to risk leaving their cars in the street and be fined three or four times a year.

More garages might mean lower charges, but the ultimate answer must be that the municipal authorities take over some responsibility for providing car parks and garages. At the moment the Government is not empowered to make grants to local authorities for this purpose, but Parliament ought to give authority for such grants to be made.

These ideas, if put into practice immediately, may do something to avoid the strangulation of the West End which is surely coming about. Long-term projects, such as the building of underground car parks which would have use as air-raid shelters, must also be borne in mind if provision is to be made for the increasing number of motor vehicles likely to come on to our roads during the next twenty years.

The misguided endeavour to make the traffic fit the roads has to be abandoned, and a vigorous policy must be pursued if London is not to become the worst capital in the world in which to drive a car.

Disconnected Jottings

G.B.S.

THE great G.B.S. did not make his influence felt on motoring purely as such, either as a supporter or in opposition, although he was a confirmed user of internal combustion for transport. He did, however, correspond on one occasion with this journal, and with his customary admirable brevity. It was around 1927, and the Editor had asked numerous celebrities by letter to give a message to new motorists for the special number that was devoted to their interests.

Back by return of post came the letter to G.B.S., and at the foot of it, in that well-known and scholarly hand, was the typically Shavian answer: "Beware of the old 'uns."



Shift It

LONDON'S worst corner for the motorist who is careful of his wings is, in my opinion, Hyde Park Corner. The squeeze round the south-west of the Artillery Memorial is a tight one, fed from Park Lane, Piccadilly, Constitution Hill, Grosvenor Place and Hyde Park itself. Surely the



The squeeze . . . is a tight one.

trouble is the position of the Memorial? If that could come back into the open space life would be easier. To move such massive work is a major problem, but it looks as if one day it will have to be done. Do not misunderstand me; I admire the work immensely and Hyde Park Corner would not be Hyde Park Corner without it; but its position is nowadays unfortunate.



Family Party

I WAS the passenger and guest at Bisley the other day of a connoisseur of guns and his wife who were down at that pleasant establishment for a little pistol shooting. It so happened that the rendezvous, exactly timed by four meticulous motorists, brought all the cars together under the sweet chestnuts outside the clubhouse at the same moment, and a fine sight they were.

From right to left were a 1½-litre M.G., a TD Midget (somewhat special), a 2½-litre Jaguar, and a cream XK120 of international fame—Ian Appleyard's Alpine Trial car. All the cars except the XK were finished in various shades of green, and all of them were clean and polished—again except the XK—for very good reasons. You could not contemplate them without feeling very proud of Britain's motor industry, and you could not help reflecting that for individuality it would have been quite difficult to muster four equally good examples.



Go to fantastic lengths.

Elaborate Smuggling

FROM America comes news of a method of obtaining a new car. Apparently ranchers in Brazil, where the import of American cars is banned, arrange for motor agents to go to North America, and purchase a car in the name of an American, who is then given a free holiday in Brazil, provided that he brings the car. A sale is legal if the car has been brought in by a visitor and is sold after a period of 90 days; the buyer is prepared to go to these fantastic lengths for his new Buick or Cadillac. The lucky North American is then given a free air passage home. There has been no lack of applicants.

There are probably some buyers in this country, worn out with the long wait, who would try tactics as elaborate, but invitations to come and enjoy the Festival of Britain, and bring the auto, are, unfortunately, not within our scope.



Cold Comfort Cover

A CASE has recently come to my notice which makes it appear that motorists are not all familiar with the precise objects of the compulsory insurance sections of the Road Traffic Act of 1930. Bare R.T.A. cover insures only against claims in respect of death or bodily injury, and does not include claims by passengers

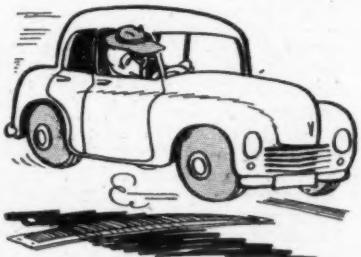
unless these are covered for hire or reward. Full third-party cover, of course, includes damage to property as well. One reader had his car damaged by a man of straw. The man of straw had only the bare compulsory insurance cover. The reader obtained damages in court, but the offender is quite unable to pay them.

Insurance companies do not like bare R.T.A. cover. And if such is issued, other drivers working on a third-party-only policy are likely to find themselves in a similar predicament of being unable to collect agreed damages. But I am not for one moment going to suggest that any busybody tries to alter the law. There is too much legislation already and people must be able to look after themselves in some things. If people economize in insurance and do not cover themselves comprehensively, they must not grumble if their gamble does not come off. The primary purpose of insurance is to guard against risks that one cannot afford to meet out of one's own pocket. If you cannot face up to a bill for heavy damage, comprehensive cover is the answer. But I do indeed sympathize with my reader.



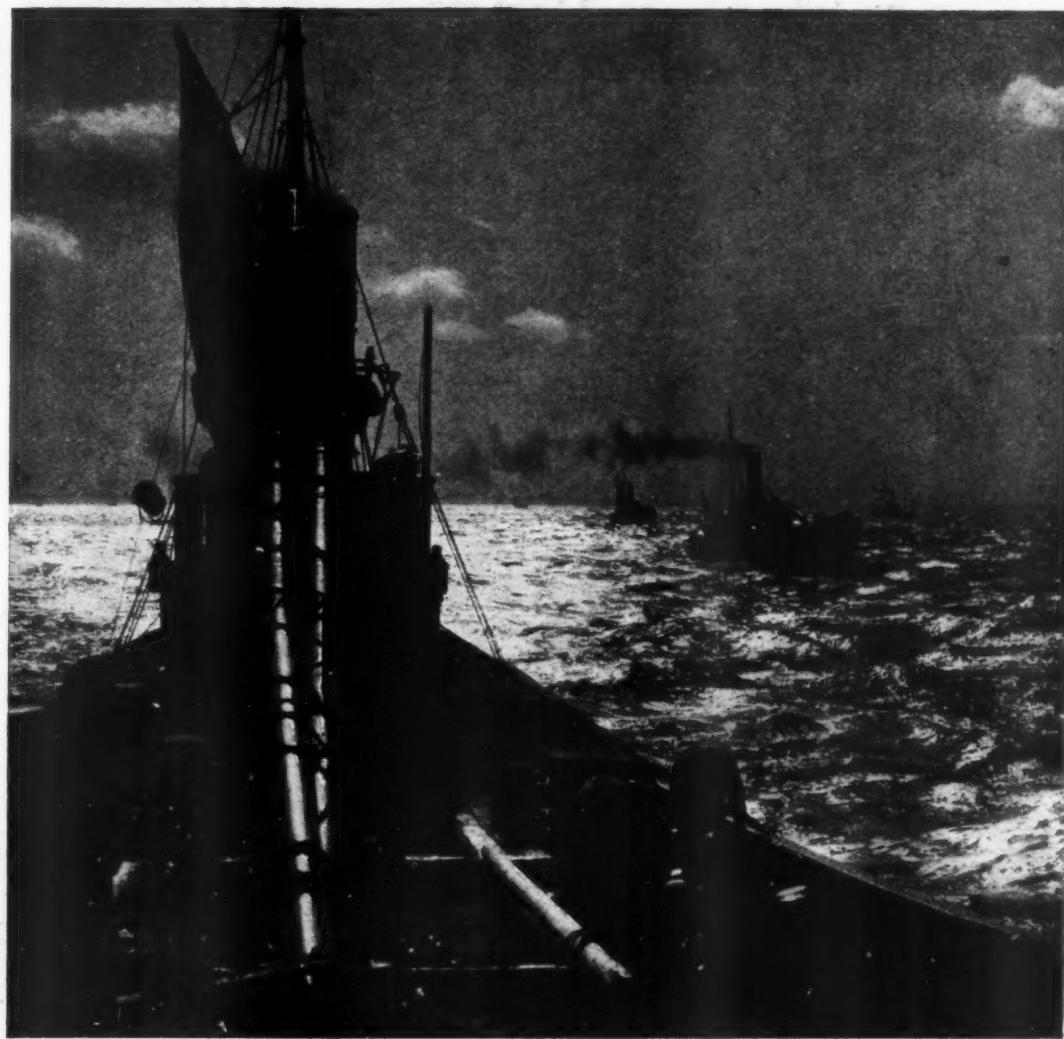
Jumpy

YOUR Scribe is sometimes alleged to be an old dodger by those raffish young types who come in to bait him at his desk, and therefore he confesses with some glee that he went so darn fast the other night that his passage over the contact strip of a set of traffic lights failed to operate them. Having thrown out a set of heavy anchors he came to a stop and there stuck. After a few minutes



Failed to operate.

he realized what had happened and was about to reverse over the strip when a lorry rumbled up and did the trick for him. The time was about 3.05 a.m. and the dodger noted with some satisfaction that his average for a 30-mile journey was about 58 m.p.h. I think he might well have given one of the aforesaid raffish types a run for his money that night.

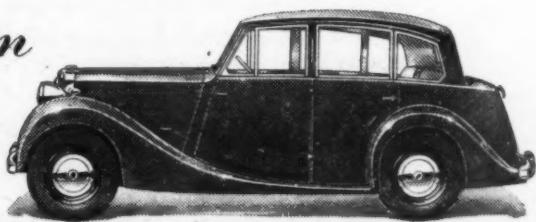


All that's best in Britain...

Year in, year out, from Cornwall to the lonely islands of the Hebrides, Britain's fishermen fight the unending battle of the sea to reap its harvest with each encounter gleaning new knowledge and experience in the same way the accumulated skill and experience of generations of engineers goes into the products of the Standard Motor Company, representing as they do in every detail of their design 'all that's best in Britain.'

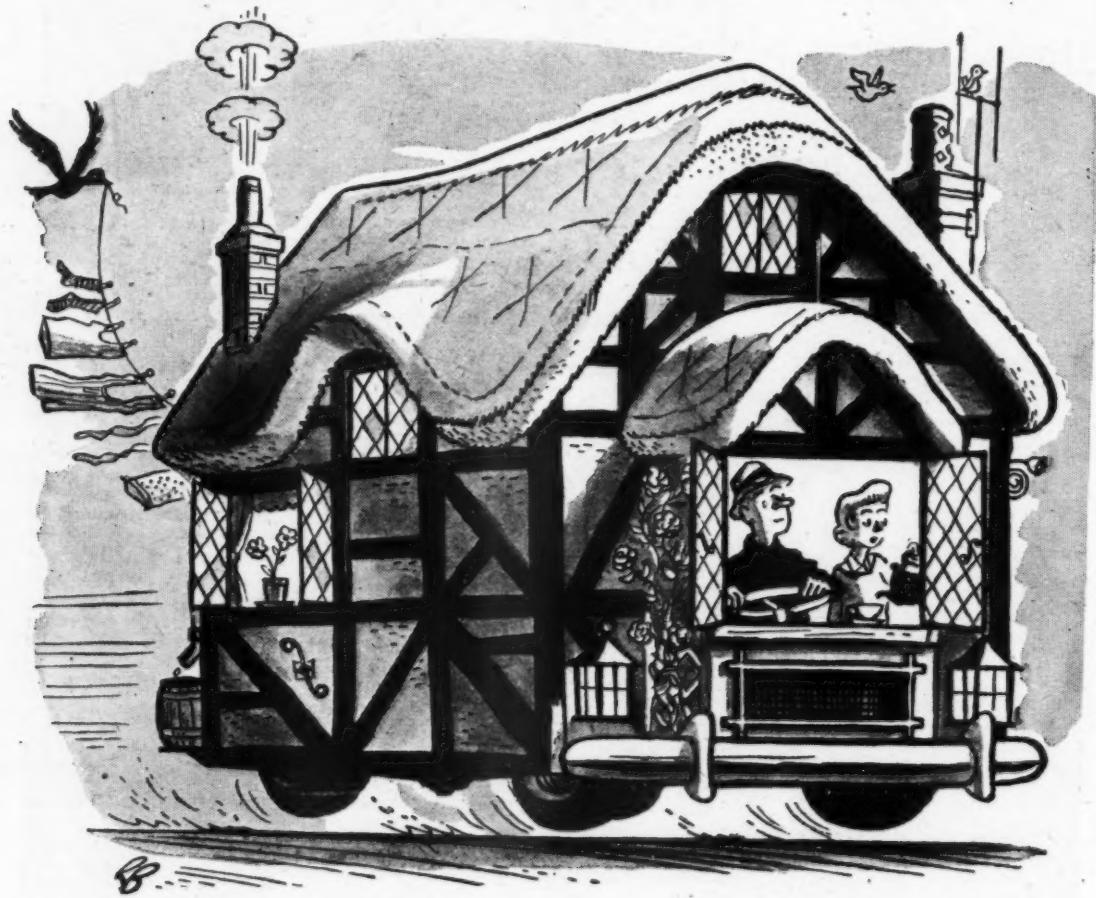
The Triumph Renown

Manufactured by
The Triumph Motor Company (1945) Ltd., Coventry
A subsidiary of the Standard Motor Co. Ltd.
London: 37, Davies Street, Grosvenor Square, W.1
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NATIONAL BENZOLE MIXTURE

13C

NEWS and VIEWS

LOW GRADE FUEL: CITROEN CHIEF DIES

New Car Deliveries

AN announcement is expected shortly on new proposals to ensure the fair distribution of new cars on the home market. Mr. G. R. Straus, Minister of Supply, gave this news in the House of Commons on Monday last.

Show Date

THE 1951 London Show will be held at Earls Court from October 17 to 27. Days of opening are as this year, October 17 being a Wednesday, and the closing date a Saturday.

Propane in Canada

RENEWED interest is being taken in propane gas as motor fuel in Canada. So far bus operators only are concerned. The advantages hinge on the low cost of the gas compared with petrol, and in the U.S.A. several companies have already changed over. Bearing in mind the petrol price in the U.S.A., propane must be almost given away.

Yet Another

THE surveyor of the West Riding County Council is the latest county surveyor to prepare a report indicating that a severe winter in his area would result in the collapse of considerable lengths of road "carrying industrial traffic." He points out that they are "wholly unfit to meet the strain which would be involved by the outbreak of any war emergency."

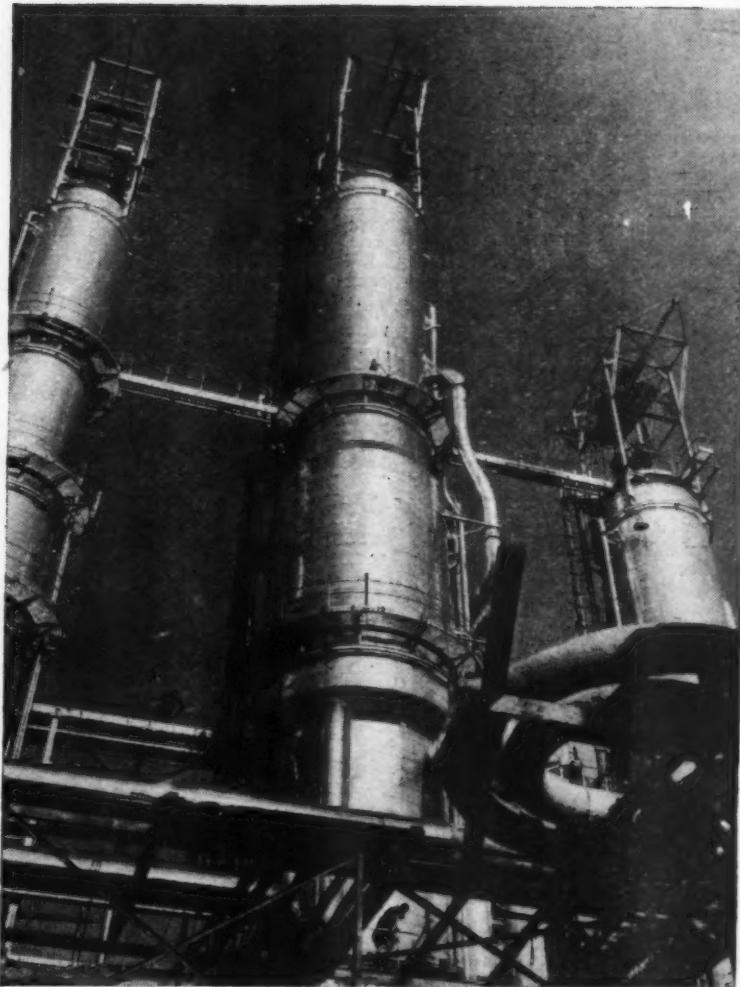
Faced with this report, the Minister of Transport said that of the available funds, as much as could be spared was allocated to such roads.

No 80 Octane

WITH the plant now available in sterling refineries, said the Minister of Fuel and Power in answer to a question, the octane number of Pool could not be raised to 80 without a harmful increase in the lead content; total output would also be reduced.

Before the war, said Mr. Noel-Baker, there were three grades of fuel—68 octane commercial, 75 octane Number 1 Grade, and 80 octane top grade. He was advised that few engines used 80 octane, nearly all using 75. But to raise present fuel to 75 would mean a loss of output.

The Minister seems to be making a false deduction from pre-war figures. Top grade fuel was more expensive, and compression ratios were not so high as since the war. Nor was there the export demand for engines needing high octane fuels that there is today, with such fuels available elsewhere. Today's cars would thrive on 80 octane fuels, and the difference in performance would be such that extra price would be paid by motorists with high compression engines.



A symbol of more home-produced petrol : six weeks ahead of schedule the new Shell Haven, Essex, refinery is in action, already making 1,450,000 tons of petrol and other products a year. This should rise to 2,000,000 by 1952, which, with other Shell refineries in this country, will make an annual output of 6,500,000 tons.

Midland Engineers Make Merry

ONE of the most enjoyable social functions in the Midlands is the annual dinner and dance of the Automobile Division of the Birmingham Centre of the Institution of Mechanical Engineers, but this year's event, held on November 17 at the Botanical Gardens, Birmingham, was outstandingly successful. The chairman of the Centre, Mr. D. M. Sinclair, C.B.E., M.I.Mech.E., presided over a gathering of 210 members and guests and set a high standard of oratorical wit and brevity in proposing the toast of the guests. Mr. J. F. Gregg, LL.M., the town clerk, replied in like vein. Mr. H. N. Charles, B.Sc. (Engineering), M.I.Mech.E., caused much hilarity in proposing "the ladies"; Mrs. E. J. Dodd, wife of the chief constable, replied charmingly.

37,000 Strong

ENORMOUS and vigorous—it has 37,000 members—the Civil Service Motoring Association held its annual dinner-dance at the Café Royal, Regent Street, London, on November 17. On

such occasions speeches are bantering and domestic, but the president, Sir Noel Curtis-Bennett, injected a serious note in stressing the necessity to guard against restriction of good-fellowship and loving-kindness in an age where restrictions were for ever growing. Other speakers were Mr. W. J. Brown and Mr. William Charles Crocker—names which need no context for reputation. The chairman (Sir Noel) was proposed by Mr. A. J. G. Belsey, chairman of the committee.

C.S.M.A. activities are many and various, a particularly appealing one being the south-eastern centre's yearly visit from Gillingham to a country harvest festival—"We write and ask the vicar first." This year, 52 urban motorists gave rural thanks.

Accident Survey

LACK of money for road improvement and for police reinforcement was admitted as the chief obstacle to greater road safety in a lecture given recently to the International Road Federation by Sir Howard Roberts, the Clerk to the London County

NEWS and VIEWS

continued

Council. He said that the Ministry was ready with large-scale plans for road improvement, but these could not be put into effect because of other vital national requirements. He referred to police statistics, on the other hand, which claim that 89 per cent of road accidents are caused by the errors of road users.

Sir Howard's reference to police figures really brings home the ease with which road users can be at fault on the present utterly inadequate road network.

Minister "Erroneous"

SHARP disagreement with personal views expressed by Lord Lucas, Parliamentary Secretary to the Ministry of Transport, is contained in a British Road Federation statement. The B.R.F.—in company, it may be said, with most observers—disagrees with Lord Lucas' view that roads are not a major factor in accidents, and quotes other authorities which maintain that they are. The Federation also disputes totals spent on the roads as given by Lord Lucas, and the use of the word "diversion" for road building funds. It points out that motorists are subscribing £220,000,000 this year in various forms of motoring taxation, and that only £26,000,000 is being spent on roads. The diversion therefore applies the other way round.

Pierre Boulanger

FRANCE has suffered the loss of one of the most eminent and competent members of her motor industry by the accidental death of M. Pierre Boulanger, general manager of the André Citroën Motor Company. Although popularly supposed to be a member of the Michelin family, which since 1934 has controlled Citroën, there was no other connection than that of close friendship. In 1934 André Citroën collapsed financially and as the biggest creditor Michelin took over the works. In 1935 M. Boulanger was sent to Paris on behalf of Michelin's to reorganize the company, and shortly afterwards was given full powers as managing director. He held this position at the time of his death, having transformed the bankrupt company into one of the most powerful in Europe, both financially and technically.

His qualities revealed themselves brilliantly during the German occupation. As in the case of all French factories, a German commissaire had full control over the Citroën works. M. Boulanger refused to recognize this officer; he never spoke to him during the four years he was there, and if he entered his office uninvited he refused to admit his presence. Orders having been given through subordinates, M. Boulanger systematically thwarted them in every possible way. It was during this time that the decision was taken to produce a cheap people's car (the two-cylinder model now on the market). Despite close German control, several prototypes were built and thoroughly tested on the road. State control, which followed the end of the war, said that this car should not be built. M. Boulanger defied State control and went ahead with his plans, until State control collapsed.

His friend Marcel Michelin was deported to Germany and died in a concentration camp. His wife died as the result of her imprisonment and Mme. Jeanne Michelin also succumbed to German ill-treatment.

C Exemption?

THE Minister of Transport is considering exempting dual-purpose vehicles from the need for a C licence when used by doctors, dentists and veterinary surgeons in the course of their professional duties.

Export Records

MOST successful of any single product in the export drive for dollars has so far been the Austin A.40. A quarter of a million have been produced in 160 weeks, and this model has already earned seventy million dollars. North America alone has taken about 74,500.

Sounds Off?

HORNS and their uses enlivened a recent question time in the House of Commons. Would the Minister ban them altogether? No, Mr. Barnes would not. Did he know that the horn ban in Swedish built-up areas had resulted in increased safety? The Minister saw no

BOOKS RECEIVED

Concerning France

AT the end of October, the Michelin company published a further small guide, in the series *Les Belles Routes de France*. It is entitled *Paris le Midi par l'Auvergne*. The object is to present in compact form as much information as possible of the kind provided by the larger Michelin guides. It consists of an atlas, for selection of routes, and marked with the towns and halts of interest and including a gastronomic page for specialities of food and drink. The remainder, some fifty pages, includes histories of towns and districts, town plans, and a list of hotels and restaurants. It is obtainable from the motoring organizations, and from the Michelin depot at 97, Boulevard Pereire, 17e, Paris.

IT is unusual to find a book on France that combines sound information, readability and some of the many flavours of France itself. When these qualities are added to a pleasant layout and good photographs the result is very satisfactory. A Batsford production: *The Land of France*, by Ralph Dutton and Lord Holden. First published in 1939, it has now been brought up to date. Price 15s from B. T. Batsford, Ltd., 15, North Audley Street, London, W.1.

Other Books

The Complete Book of Motor Cars, Railways, Ships and Aeroplanes, by F. Ferneyhough, A. V. Clifford, F. E. Dean, F. R. Morley, Frank C. Bowen and W. N. S. Bevan, has been published by Odhams Press, Ltd., 67-68, Long Acre, London, W.C.2. The car section deals in an interesting way with the behind-the-scenes work of testing, and has separate chapters on the operation of different engines, motor racing and record-breaking. Price 8s 6d.

British Repair Manual, 1950 edition (Volume I, Cars), is an Australian publication which gives the most comprehensive

reason to depart from present British practice. Would he keep in touch with other countries' horn-banning experiments?

Affably, Mr. Barnes said that he would, always bearing in mind the special conditions in Britain. The House passed on, reasonably satisfied that it had done its bit on horns.

Didactic

THE new Minister of Works, Mr. R. Stokes, would seem to have second sight. He would not, he said, increase the speed limit in London parks from 20 to 30 m.p.h. during the rush hour. "Increasing the speed limit would not relieve the traffic congestion."

How does the Minister know?

A Pioneer

ONE of that venturesome band who took part in the Thousand Miles' Trial of 1900, Hubert W. Egerton, died recently, after a long illness. Older motorists will well remember his enthusiasm for attempting the almost impossible. Mr. Egerton founded Mann Egerton, Ltd., early in the century.

sive information on all aspects of servicing British-made cars and contains over 900 pages and 1,000 illustrations. An idea of its size and the amount of detail which it includes may be judged from the weight, which is 7lb. The price is £7 10s, which is not excessive for a work of this magnitude. It is available in Great Britain from Publishers Sales Service, Ltd., 28-29, Southampton Street, Strand, London, W.C.2.

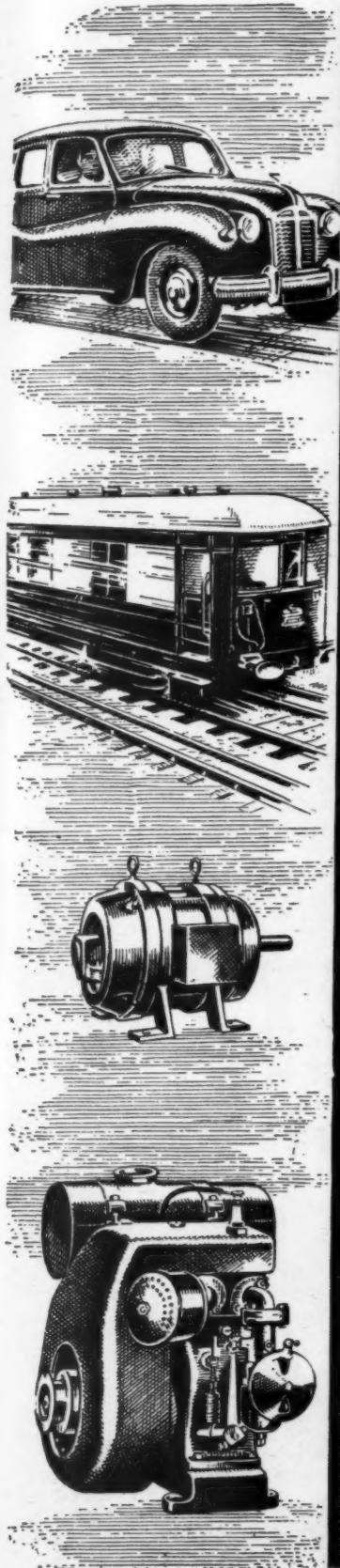
The Autocar Motorist's Diary, 1951. This already well-known Iliffe publication is again produced with useful reference material and diary pages giving a week to each opening. All the information given is very concentrated and of interest to both the ordinary and the sporting motorist. Pages are provided for keeping a motor-log and a directory of the secretaries of the chief motoring clubs is also included. Price, in morocco leather, 5s 6d, or in Rexine, 3s 8d, including postage tax.

The Book of the Standard Nine, by John Speedwell, third edition, published by Pitman's, price 3s. A guide for the owner-drivers of all models from 1932 to 1939.

Automobile Workshop Practice, by Staton Abbey, published by Pitman's, price 10s 6d. A handbook primarily for service mechanics and apprentices. It covers the ground, in its own field, for the National Craftsman's Certificate for service mechanics.

The Story of the Highway, by Agnes Allen, published by Faber and Faber, Ltd., 24, Russell Square, London, W.C.1, price 9s 6d. The story of road origins, primarily for children.

Motor Vehicle Engine Servicing, by A. W. Judge, A.R.C.Sc., Wh.Sc., A.M.I.M.E., M.S.A.E., published by Sir Isaac Pitman and Sons, Ltd., Pitman House, Parker Street, Kingsway, London, W.C.2, price 15s. A very comprehensive work primarily concerned with commercial vehicle engines.

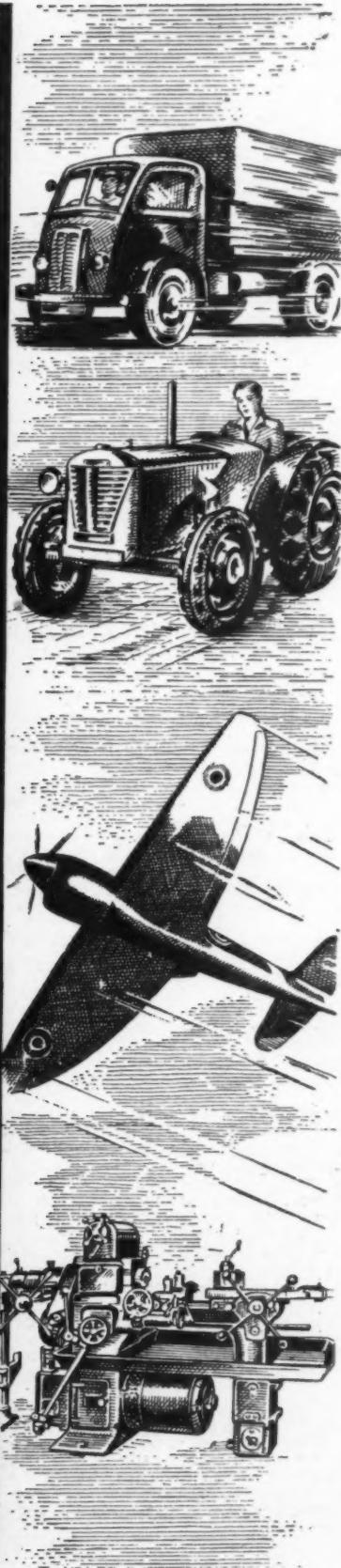


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September 16, 1950. Lydstep Hill Climb, Tenby — } Class Win 1100 c.c. Racing Cars
" " 1500 c.c. Sports Cars
" " Saloon Cars

September 23, 1950. Midland A.C. Hill Climb,
Shelsley Walsh — } Class Win 2000 c.c. Cars
" " 1100 c.c. "

October 7, 1950. Bristol Car Club's Meeting, Castle Coombe—Class Win 1100 c.c. Race

**Mrs. Joy
Cooke**

(Using Regent Lubricants
and Fuel)

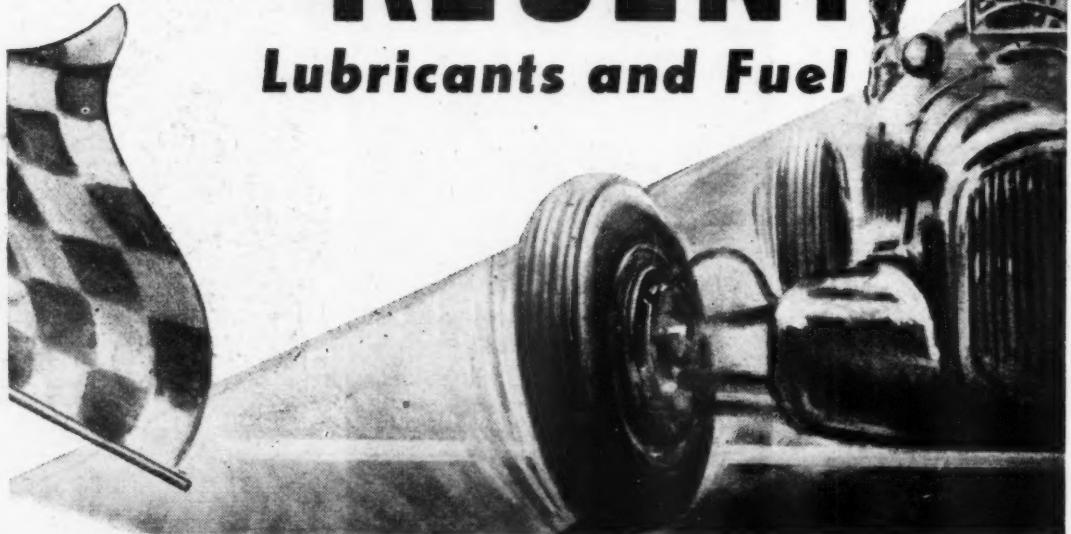
September 16, 1950. Lydstep Hill Climb, Tenby—Ladies' Class Win.

September 23, 1950. Midland A.C. Hill Climb, Shelsley Walsh—Ladies' Class Win.



REGENT

Lubricants and Fuel



TUNING AND MAINTENANCE

6 (conclusion)

THE FINAL CHECK

SUSPENSION, STEERING, TYRES AND BODYWORK

THE reader's car, whether new or old, should by now have reached a stage of mechanical efficiency, a combination of maximum economy and performance as intended by the manufacturer, and it remains only to attend to factors which contribute to good behaviour on the road. The car must steer safely on tyres which are sound, and the suspension must hold it on the intended course with maximum passenger comfort. The bodywork should be free from rattle and have doors which are not likely to fly open when at speed.

First to the suspension: Apart from serious faults, such as cracked chassis members, attention should be concentrated on springs, their shackles, and their dampers. With most leaf springs a good spray with penetrating oil should do a great deal of good, achieving proper resilience. But on very old cars, the

menace to its driver, and there is no other component which can have such a great effect on road holding and comfort—quite apart from the additional effect upon the steering.

When spring dampers are too stiff the car appears to be going over invisible potholes and the body is shaken about, doors rattle, and passengers feel as if they were being bumped to pieces. If the reverse applies, the car flops about and, after striking a bump, continues to bounce up and down on the springs.

Pre-war cars are naturally the most likely to be suffering from acute trouble of this kind and the remedy depends upon the type of shock absorber fitted. The majority are hydraulic and probably require topping up with the special fluid available at accessory dealers. Those that are adjustable usually have a valve underneath the filler cap, and the adjustment is made with a special spanner. As experience is necessary in making such adjustments, the spanner is not included in tool kits, and most owners would be well advised to have the adjustments made professionally. If, on the non-adjustable type, replenishment of the fluid does not succeed in making the dampers effective, replacements or reconditioned units are necessary. It should be remembered that these components have a very great deal of hard work to do.

Friction Dampers

With the friction type of shock absorber, adjustment is more easily accomplished, the main difficulty being in making each one exhibit the same degree of friction. The unit is made up of a number of friction discs which can be tightened for increased friction, or slackened if necessary, by the turning of the large nut on one side of the discs. It is very important that the nut on each damper should be turned the same amount and, before starting, remember that a quarter of a turn may make a great deal of difference. One last point. Examine the shock absorber mountings for any sign of play. If bolts need to be renewed get replacements from the manufacturers so that they are of the requisite strength. For all these jobs which involve parts exposed to mud from the road, it is worth first cleaning underneath the car. This avoids grit getting in hydraulic dampers on topping up and reveals faults more easily.

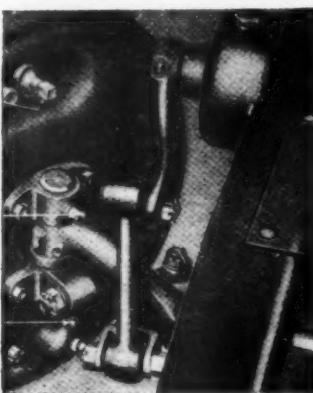
Steering depends upon correct functioning of the suspension and accurate adjustment of tyre pressures and wheel alignment, as well as the condition of the steering mechanism itself. The extent to which the last-mentioned may be adjustable depends upon the type of steering employed, and reference to the handbook will be necessary. However, it is important to make sure that the steering box is held rigidly in position and that it is lubricated properly. Carefully examine all the steering connections from the all-important view of safety, and to

This article concludes this series. Previous articles have been : Electricity Saves Petrol (August 18) ; A Look Round the Fuel System (August 25) ; Water Circulation (September 1) ; The All-important Engine (September 15) ; and Engine to Road (September 29).

discover any play which may be taken up by the replacement of the joints. Where such joints are intended to be lubricated, clean away abrasive mud and dust and re-lubricate.

Front wheel alignment, or toe-in, can be checked in a matter of moments by most of the larger service stations, but it can be undertaken at the owner's hands without much difficulty. With the front wheels pointing straight ahead, on level ground, measure the distance between the inside front edges of the wheel rims and then the rear edges. Roll the car forward so that the wheels are given half a turn and repeat the measuring. The results should be the same. Failing this turn the wheels through smaller arcs to get an average result. Check with the handbook the amount of toe-in. This is usually about $\frac{1}{8}$ in, which means that the leading edge of the wheel rims should be $\frac{1}{8}$ in closer together than the rear edge. Bear in mind that this $\frac{1}{8}$ in is an important factor, making really accurate measuring essential. The handling of the car and tyre life are both affected by this setting.

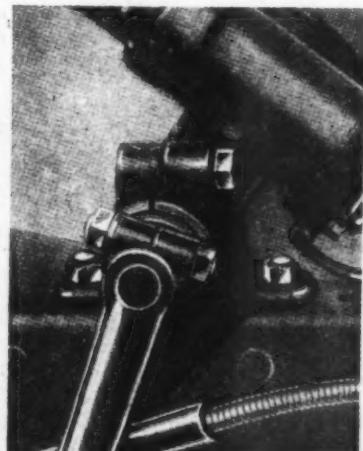
There are many troubles which beset tyres but observance of some simple rules will go most of the way towards minimising wear. In the garage, remove any bits of stone which may have been caught up in the treads. Change the complete wheels from back to front and vice versa, at regular intervals and occasionally change them diagonally. Introduce the spare into circulation. Check tyre pressures frequently and adhere to the car manufacturer's recommendations. A small percentage difference from the recommended pressures can lead to greatly reduced tyre life. In-



This drum-shaped, vane type damper—used on many pre-war cars—had an adjusting screw under the filler cap, exposed when the cap was removed.

springs of which have been neglected and become severely eaten with rust, this may not be advisable. The danger with such old springs is that the removal of rust may lead to leaves breaking or the complete springs settling down unduly. Failing a spray, an oilcan may be used with effect, spreading the penetrating oil thoroughly over the springs and along the edges of the leaves. Where gaiters are fitted to protect springs from the weather, it is important that they be removed occasionally for the lubrication to be carried out.

U-bolts should be checked for tightness, and all spring shackles should be inspected for freedom of movement and general condition. Replacements should be fitted where necessary, and all grease nipples should be used. The main offenders, the spring dampers, can be tackled next, and with most pre-war cars there is scope for considerable readjustment. Badly adjusted or ineffective dampers can turn the best car into a



Looseness in the bolts holding the steering box is a common cause of spongy steering in older cars, but is easily attended to.

THE FINAL CHECK

spect the tyres from time to time for uneven wear. While driving, always avoid scuffing against the kerb and, unless you are prepared to sacrifice a certain amount of tyre life, avoid fast cornering, and fierce acceleration and braking.

Extensive repairs to bodywork are in the specialist's province but a great deal can be done by the amateur provided he tackles squeaks and rattles as soon as they make themselves heard. Going

round the car with an oilcan for hinges and catches should be followed by a circuit with the screwdriver. Open doors and inspect hinges while shaking the door. Examine for absolute tightness the flanges on which the doors catch. Make sure, also, that any woodwork is not rotting behind the trim. With an old car it may be well to remove the door trim, grease the window winding mechanisms, and examine all woodwork. The battle for a safe, well-maintained

car has been fought and should have been won. The maximum economy of which the car is capable should have been achieved. From now on it need never degenerate until, ultimately, it dies of old age, provided one maxim is adhered to. Whether the car is old or new maintain it in 100 per cent condition, or its faults will accumulate until expensive professional attention, or the scrap heap, are the only alternatives for the unfortunate owner.

R. M. C.

COTTINGHAM TROPHY TRIAL

DIFFICULT GOING

ALAS! for organisers of trials in this country of unpredictable weather. On Saturday, November 18, the Harrow Club held its Cottingham Memorial Trophy trial on a course of, for the most part, hard earth, with the top dressing made into high-grade lubricant by rain. "Easy" hills became more and more difficult and progress for the observer needed plenty of foot work. However, all this was welcome after last year's trial in impenetrable fog which caused such unpleasant moments.

Competing clubs included the Bristol, Chiltern, M.G., Maidstone and Mid-Kent, Seven-fifty, Sheffield and Hallamshire, and the Vintage. Some raised eyebrows greeted the arrival of six competitors with their cars on trailers (but why not a comfortable ride?) and L. Onslow Bartlett's new J.A.P. 1,000 rear-engined car, though passed by the scrutineers, was the subject of some comment, having a fire-proof bulkhead extending to the top of the seats but not to the top of the engine cover, an air intake gap being left on the level of the occupants' heads.

From the spectator viewpoint Bunny, Hare and Buck hills were particularly good, running up the sides of a bowl. Bunny and Hare both required competitors to climb straight—or almost straight—up the hillside, while Buck had its own track.



Warren hill, with D. W. Price and his Ford-engined special.

Crowell Hill was probably the most interesting this year and it was noticed that, with the improvement in trials cars, the hill has been made progressively difficult. Once it was a straight climb up a woodland track: now competitors go over the right-hand edge, back and over the track, up outside the left-hand side and back on to the track for the final few yards.

K. E. O. Burgess, who subsequently won one of the two special souvenir awards given in lieu of any first- and second-class awards, took Crowell in great style, his passenger doing sterling work in the bouncing department. C. W. Yates, Ford Ten-engined Austin, was less fortunate, covering the first half well but



Racing motorist T.C. Harrison, assisted by son, grapples with hot head.

getting slightly out of control and collecting the flagged string marker line with the back of his car. A. G. Imhof (Ford Special), appropriately of the Harrow club, made best performance of the day, losing only three marks on the whole course.

Beacon Hill was another good climb, necessitating an approach along a level track and a sharp right-angle turn up a rutted slab of hillside. Here, however, rain had made the approach so slippery that few could get up enough speed to do much good.

RESULTS.

Cottingham Memorial Trophy (Best performance, Harrow member), Imhof Spl., 1.172 (A. G. Imhof).

C.L.J. Challenge Cup (Best performance, either class), Dellow, 1.172 (W. H. Waring).

Mountain Climbing Cup (Invited member), Ford, 1.172 (M. Wilde).

Dryden Cup (Best in opposite class to C.L.J. winner), H.R.G.-Mercury, 3.917 (A. W. Francis).

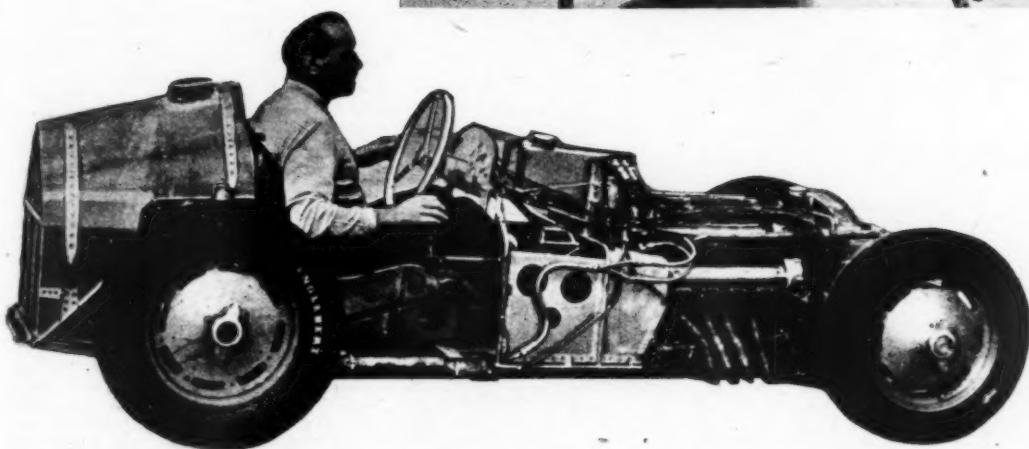
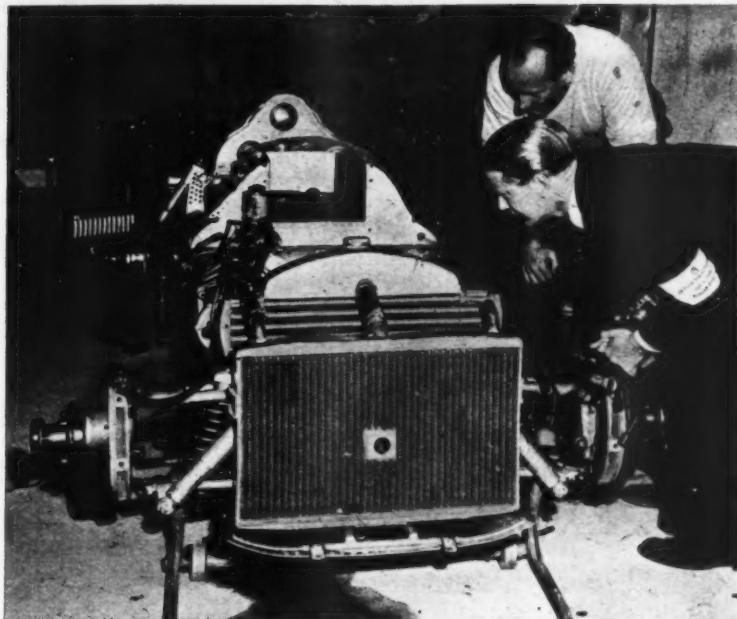
Souvenir Awards, Ford, 1.172 (V. S. A. Biggs); Burgess Spl., 1.486 (K. E. O. Burgess).



K. E. O. Burgess, a Souvenir Award winner, storms Crowell.

The LONG ROAD BACK

BY GORDON
WILKINS



Top : Hans Stuck discusses with the writer the details of the A.F.M. Formula II single-seater. There is an oil cooler behind the main radiator. Above : The complete body can be removed from the A.F.M. in a few moments and the car can be run without it to check minor adjustments. Below is Hans Stuck on the Nürburgring.

GERMAN CAR INDUSTRY BOOMING, BUT SPORT STRUGGLES ALONG ON A SHOESTRING

WE are now at the end of the first year of motoring sport since the Western Germans were readmitted into international motoring competitions. This time last year the air was thick with rumours, and knowledgeable citizens were prophesying that within a few months the all-conquering Veritas, A.F.M. and other new German cars would be dominating international competitions. Well, they haven't exactly set the tarmac on fire, and the reason is quite simple.

The German motor industry is making tremendous progress. German cars have already re-established themselves in European markets such as Switzerland and Sweden, and are now competing with Britain for dollars in the American market. To get so far has taken every ounce of energy and ingenuity the Germans have got; they have had to rebuild their factories from heaps of rubble, and they frequently had to stand by and watch the Allied authorities dismantling and destroying some of the production facilities that remained to them after the bombing had finished. This was not always such a disadvantage as it first appeared, because

it sometimes proved a convenient way of sweeping away obsolete machinery and making room for new premises equipped with the latest machine tools from America. The fact is, however, that the main export drive rests upon cars which are still basically pre-war designs—the Volkswagen and the Ford Taunus. Mercedes-Benz have a new model, but they are fully occupied with building and selling it. At this stage no major concern in the German motor industry has money to spare for motor racing.

Motor sport is, therefore, on a basis long familiar in Britain. Amateur constructors and small specialist concerns struggle along on a very limited budget and they have not so far made a great impression on the international scene. In fact Veritas were so shaken at the results of the German Grand Prix that they retired from racing immediately afterwards and even withdrew all factory support from private owners—a decision which caused some bitter comment from the Swiss, amongst whom one syndicate was operating a team of four single-seater cars, bought for Swiss francs at quite a

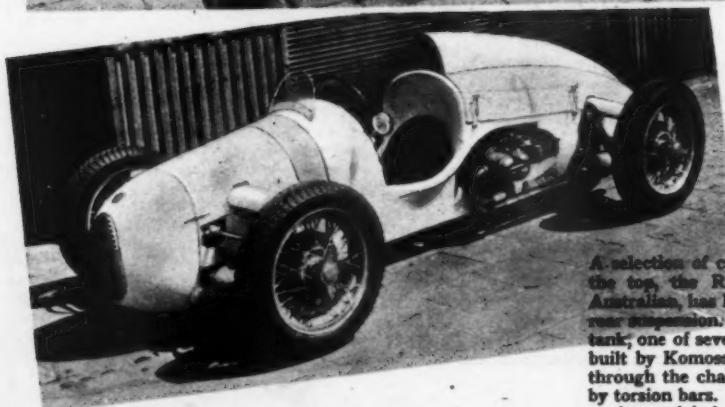
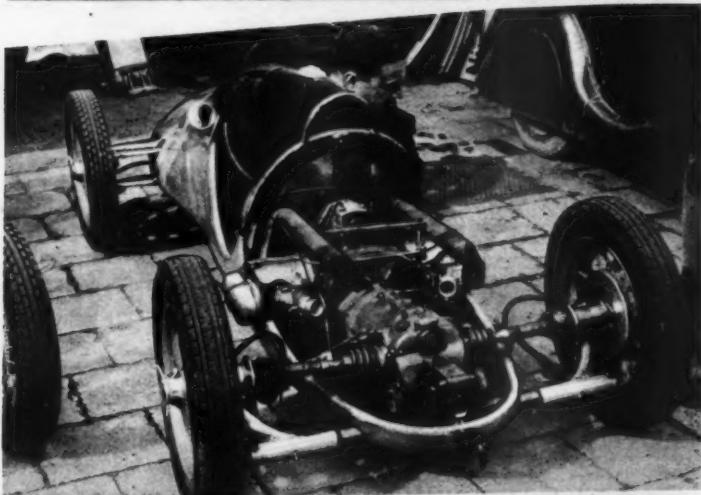
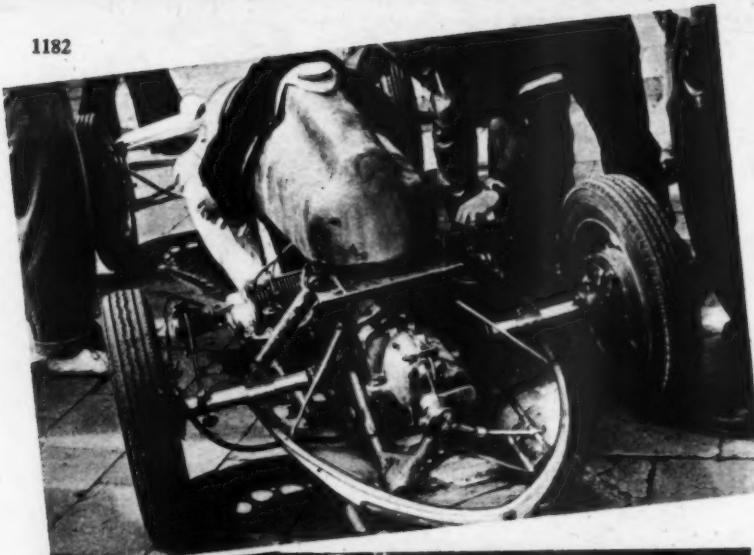
high price. Since then several of the Veritas directors have resigned.

Certainly the design looks good, but it seems clear that the cars are not sufficiently developed to stand the pace of current competition in Formula II international races.

The great majority of the cars at present used in sports car racing are built up from parts of pre-war 328 B.M.W.s, or post-war Volkswagens. An ex-military Volkswagen can be bought from the

The Kuchen 2-litre V-eight engine in the A.F.M. Eight motor cycle carburettors lie in the V, with a gauze box covering the intakes. There are two overhead camshafts to each bank of cylinders.





THE LONG ROAD BACK . . . continued

dumps for about £50 and therefore forms the standby of most impecunious enthusiasts building their own competition cars. B.M.W. engines are tuned to give far more than their original power and good results are obtained with three of the sliding throttle type of carburettors used on motor cycles.

Pre-war B.M.W. parts were, of course, the basis on which the Veritas output started. It was begun by Lorenz Dietrich, who managed the Gnome Rhône factory making B.M.W. engines in Paris during the occupation, and as designer he had Ernst Loof, who previously managed the sports car department at B.M.W. Loof was responsible for the special streamlined car with which von Hanstein won the closed circuit Mille Miglia in 1940 and he was previously German motor cycle champion for eight years.

Loof developed the 328 B.M.W. engine to give over 120 b.h.p. while Dietrich ran-sacked Germany for second-hand parts, and they produced a series of cars which were almost unbeatable while German racing remained a closed shop. Later the new Meteor was produced as a Formula II single-seater with torsion bar suspension and a new overhead-camshaft engine. It is fast but has not yet shown the staying power of the Frazer-Nash or the well-developed Italian 2-litre cars. Some of the Veritas single-seaters now have an anti-roll bar at the front and the disc wheels are now mounted on splines instead of on the original B.M.W. system of four locating pegs with a central lock nut.

Something Kuchen

Challenging Veritas for premier German racing honours is Baron Alex von Falkenhausen, another ex-B.M.W. engineer. His first monoposto racing car—the A.F.M.—with modified B.M.W. engine was said to weigh only 925lb, and the latest car, which was driven by Hans Stuck in the German Grand Prix, has an interesting 2-litre V eight engine designed by Kuchen, the well-known German motor cycle designer. The Kuchen engine has twin overhead camshafts and eight motor cycle carburettors mounted in the V. Bore and stroke are 67.3 x 70 mm, and an output of 153 b.h.p. is claimed at 8,000 r.p.m. There is double ignition from two eight-cylinder distributors and the valves seat directly in the light alloy of the head, which is made of silumin. The cylinder liners are screwed directly into the heads as in aircraft, and the assembly is pulled down on to the light alloy water jacket casting by ring nuts at the bottom of the steel cylinder liners. The head joints consist of copper rings, but on the car's three appearances during the summer there appeared to be differential expansion problems, for the water did not stay in the jackets. Compression ratio is 14 to 1 and the weight of the complete engine was quoted by Hans Stuck as 220 lb, which brings it very nearly into the aircraft category of power to weight ratio.

The A.F.M. chassis has coil springs all

A selection of current 500 c.c. racing cars in Germany. At the top, the R.C. Special driven by Bruce Campbell, an Australian, has B.M.W. engine with Volkswagen gear box and rear suspension. Next, Oskar Frank's Cooper with long-range tank; one of several racing in Germany. The latest Scampolo, built by Komossa, has B.M.W. engine cooled by air ducted through the chassis tubes. Swinging arm rear suspension is by torsion bars. The Monopoleta, by Polensky, has B.M.W. engine and independent suspension all round by transverse springs.

BACK: continued

round. There are wishbones of unequal length at the front, and at the rear a de Dion axle is used with very short radius arms and a central ball pivot to locate the axle beam. The complete body can be removed from the chassis in a few minutes and weighs only about 62 lb. This is one of the most interesting Formula II designs yet seen, but development is clearly needed, and its sponsors do not have unlimited resources.

Most of the Volkswagen specials consist of streamlined bodywork on a cut-down Volkswagen chassis, but the combination of an overhanging power unit mounted at the rear coupled with swing axle suspension in a very light car does not provide the optimum in high speed road-holding, and the more ambitious specials now have the engine mounted amidships with the driver in front. There are various new cylinder heads which increase the power available for the Volkswagen and some of them provide hemispherical combustion chambers with inclined valves by means of long and short rockers rather like the layout used on the Peugeot 203. Special heads designed by Dr. Porsche push the output to about 40 b.h.p.

In view of the shortage of money and materials it is not surprising that German enthusiasts have eagerly followed the lead of this country and have taken up 500 c.c. racing with enthusiasm. One of the leading constructors is Helmuth Polensky, a young garage proprietor who originally sank most of his spare cash in making a B.M.W. special called the Monopole (Monoposto Polensky). He now builds the well-finished Monopletta 500 racers, with air-cooled B.M.W. flat-twin motor cycle engine behind the driver.

Rotary Inlet Valves

His chief rival is Walter Komossa, young son of a well-to-do family, who has set up a workshop building the Scam-polos, which are probably the lightest of all 500 racers. Every detail is carefully studied and the detachable steering wheels seem to be curled up from bits of wire. In the beginning the shortage of suitable power units was solved by taking the D.K.W. two-stroke car engine and adding a chain-driven rotary inlet valve, fed by two carburetors. Water-cooling entailed an appreciable weight penalty, but weight was saved by cutting off the cast iron water jackets and immersing the cylinders in a fabricated aluminum box connected to a radiator in the nose of the car.

More recently Komossa has been able to obtain B.M.W. engines, and his ingenuity in weight-saving is now expressed by taking the cooling air supply to the cylinders through the main tubes of the chassis frame.

The new drivers in Germany have up to now been in a fairly difficult position, for they have had to operate on improvised cars of doubtful reliability and did not have the opportunity for studying the methods of the acknowledged masters in international competition. Pre-war stars of the Grand Prix firmament like Lang and von Brauchitsch could not afford to dim the lustre of their names by taking up racing again until first-class cars were available. Lang did appear in this year's German Grand Prix on the Nürburgring with a Veritas, but he soon withdrew with



The modified D.K.W. engine used in the early Scampolo 500, with aluminium water jacket, rotary inlet valve and with two motor cycle carburettors. The complete car is one of the lightest of all 500 c.c. racers.

mechanical trouble. Von Brauchitsch came to the line in his famous red helmet, driving the A.F.M., but failed to show anything approaching his pre-war brilliance.

Outstanding among the post-war generation is Fritz Riess, who is able to operate both sports and monopostos Veritas cars and who gained this year's German sports car championship in the 2-litre category. Karl Kling was 2-litre sports class champion from 1947-1949, and Toni Ulmen was last year's Formula II racing champion in Germany.

German racing really restarted as early as 1946 when an eight-kilometre hill-climb was held at Ruhstein and was won by Hermann Lang in the B.M.W. which won the closed-circuit Mille Miglia at Brescia in 1940. A few weeks later there was a race on an autobahn circuit near Karlsruhe in the American Zone. The German police tried to stop it, despite the approval of the United States authorities, but about 50,000 spectators attended.

1947 saw some real progress with a meeting on the Hockenheim circuit near Heidelberg. Transport was short then but 250,000 people poured out from Frankfurt, Stuttgart, Mannheim and Dusseldorf, some of them riding on the

1948 was a difficult year owing to the devaluation of the mark, but every Sunday there was a race or a hill-climb somewhere and work began on resurfacing the Nürburgring, which had been damaged when used as a vehicle park by the French. The May meeting at Hockenheim attracted 280,000 paying spectators and the Veritas appeared for the first time. 1949 saw the first race meeting on the Nürburgring and although Germany had not then been readmitted to international competition, a Frenchman and a Belgian took part, and one of them gained a two months' suspension from the F.I.A. for his trouble.

In September last year the first meeting was held on the Grenzlandring, a nine-kilometre autobahn circuit near the Dutch border. Little had been heard about this circuit previously, as it was originally designed as an assembly point for the Panzer divisions invading the west in 1940, but it is almost certainly the fastest road circuit in Europe. The autumn of last year also saw the first revival of the Solitude hill circuit, an eleven-kilometre run through the tree-clad mountains near

Stuttgart, and the meeting there this summer was attended by 400,000 paying spectators.

Of the pre-war front-rank German drivers Rosemeyer was killed while record breaking in January, 1938, and von Delius died in the German Grand Prix in July, 1937. Rudolf Hasse, the Auto-Union driver, died after a long illness during the war. George Meier, the German motorcycle champion who once drove cars for Auto-Union and who holds the world land speed record on motor cycles, is going back to bikes and was German champion in 1947, 1948 and 1949. Hermann Müller is another pre-war Grand Prix driver who has returned to motor cycle racing.

Mercs, at Nürburgring

Now the rumours are beginning once more, and there was a buzz of speculation when Mercedes-Benz dusted off a couple of the pre-war 3-litre Grand Prix cars and took them down for a few quick laps of the Nürburgring a few weeks back. Occasion for the outing was the making of a film, but Lang and Caracciola took the opportunity to do a little motoring and there were said to be some red faces when their lap times were compared with those put in by Ascari on the 1½-litre Ferrari a week or two before.

Mercedes-Benz would like to race again and fully intend to when conditions permit, but one of the directors, Prince Von Urach, told me in Paris a month ago, "We, better than anyone, know how much racing costs, and we cannot afford it just yet." Before the war the racing programme was the spearhead of the drive for overseas markets, but now the commercial affairs have to come first.

During a few days' stay in Germany at the time of the Grand Prix in August, I was able to put in a fairly high mileage on two of Germany's most popular small cars, the Ford Taunus saloon and the Volkswagen. The Taunus has a chassis on very similar lines to that of the Dagenham Prefect and the handling characteristics are very similar. In appearance, however, and equipment there are many differences. The cheapest Taunus just undersells the cheapest Volkswagen, so that in Germany, as in England, Ford have the cheapest popular car on the market, but the de luxe Ford boasts such refinements as hydraulic brakes, steering



These two cars are Germany's best-sellers in overseas markets although both are developed from pre-war designs. Above : The Volkswagen in export form with coloured body-work and polished fittings. Right : The Ford Taunus with a chassis similar to the Prefect and re-styled coachwork.

THE LONG ROAD BACK . . . continued

column gear change, a combined ignition and steering lock, water thermometer and inspection lamp which plugs into a socket on the facia. Mechanical details include an air filter on the crankcase breather and the carburettor intake elbow is connected to a pipe which draws fumes from the crankcase. The instrument panel contains such unexpected items as a water thermometer, electric clock and cigar lighter, the last an appropriate accessory in a country where cigars cost but a fraction of the price in England.

The interior light over the windscreen is switched on automatically when the doors are opened; there are two visors and twin electrical windscreen wipers. The Ford factory on the outskirts of Cologne is turning out about 2,500 cars a month plus about 1,000 commercial vehicles. By curious good fortune, it suffered no damage by Allied bombing despite the devastation of the city itself.

This fact has been overshadowed by the bizarre events of post-war years, when the Germans have watched the British dismantling obsolescent factories only to replace them with new equipment obtained from the United States. The paradoxes of the post-war world cannot better be illustrated than by the case of the Volkswagen made in the British Zone, which is now a serious competitor to British small cars in world markets, especially in Switzerland, Scandinavia,

South Africa and the United States. The increase in Volkswagen exports represents a considerable threat to British manufacturers, and it begins to look as though we have planned ourselves into a state where we have either to let the Germans make their own living by competing against our own exports in foreign markets or else tax ourselves still more heavily in order to keep them in idleness. This problem will present itself in ever more acute form as the British standard of living declines under the burden of the rearment programme.

The Volkswagen is fundamentally the same car which I originally tried in Berlin in 1939; but a steady process of development and detail improvement has taken place. Appearance is improved by the use of attractive pastel colours and of bright mouldings to emphasize the line, and the suspension is now more comfortable, thanks to an increase in the number of leaves in the torsion bars, which consist of several laminations clamped together. A more recent innovation is thermostatic control of the cooling system which regulates the flow of air to the cooling fan, so that it proved possible to start immediately and dispense with the choke almost at once after leaving the car standing out all night in bitterly cold mountain air. The power unit is carefully shielded from dirt and mud and most of the items requiring periodic attention keep remarkably clean. Exceptions are the covers over the overhead-valve gear, which are exposed to the dirt and oil under the car; but if these are removed and the car is hoisted on a



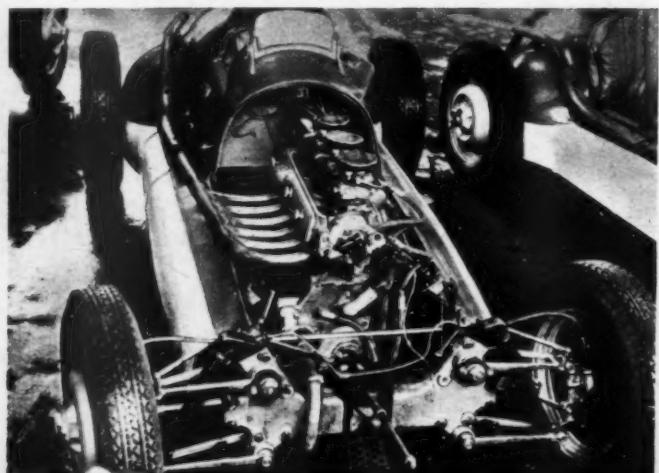
ramp, tappet adjustment becomes much easier than on many conventional cars.

The noise level is satisfactorily low, although there is a fairly pronounced howl from the cooling fan at between 45 and 50 m.p.h. Suspension over really rough surfaces is very good indeed and performance on the open road is very good for a four-seater saloon with an engine of only 1,131 c.c. Owing to the high gearing there is a feeling of unbreakability, which is confirmed by the fact that the road speed in top gear at a mean piston speed of 2,500 ft per minute is 80 m.p.h. With the aid of gradient, the car will run up to 60 m.p.h. on third gear and with three up and luggage it covered several flying kilometres on the autobahn at a fraction under 70 m.p.h.

One usually has to dismiss the luggage capacity of rear-engined cars as inadequate, but there is space in the bonnet of the Volkswagen for two Jerrycans, and behind the rear seats there is room for two or three suitcases. This remains the best and safest rear-engined car so far built and its handling is superior to that of quite a few front-engined cars.

In comparison with the Taunus, the Volkswagen has undoubtedly advantages in riding comfort, road holding and hill-climbing, but for town use the Ford appeals by reason of its easy synchromesh gear change and good pulling power on the second speed of the three-speed gear box. Its hydraulic brakes require less pressure than the mechanical brakes of the Volkswagen and the elaborate equipment of the de luxe model appeals to many car-proud owners.

Hermann Lang, pre-war driver for Mercedes-Benz, seen in the paddock in a Veritas before this year's German Grand Prix. Right : A close-up of the Veritas chassis showing the torsion bar front suspension with anti-roll bar, mounted on a light alloy casting. The single overhead camshaft operates short transverse push-rods in the head.



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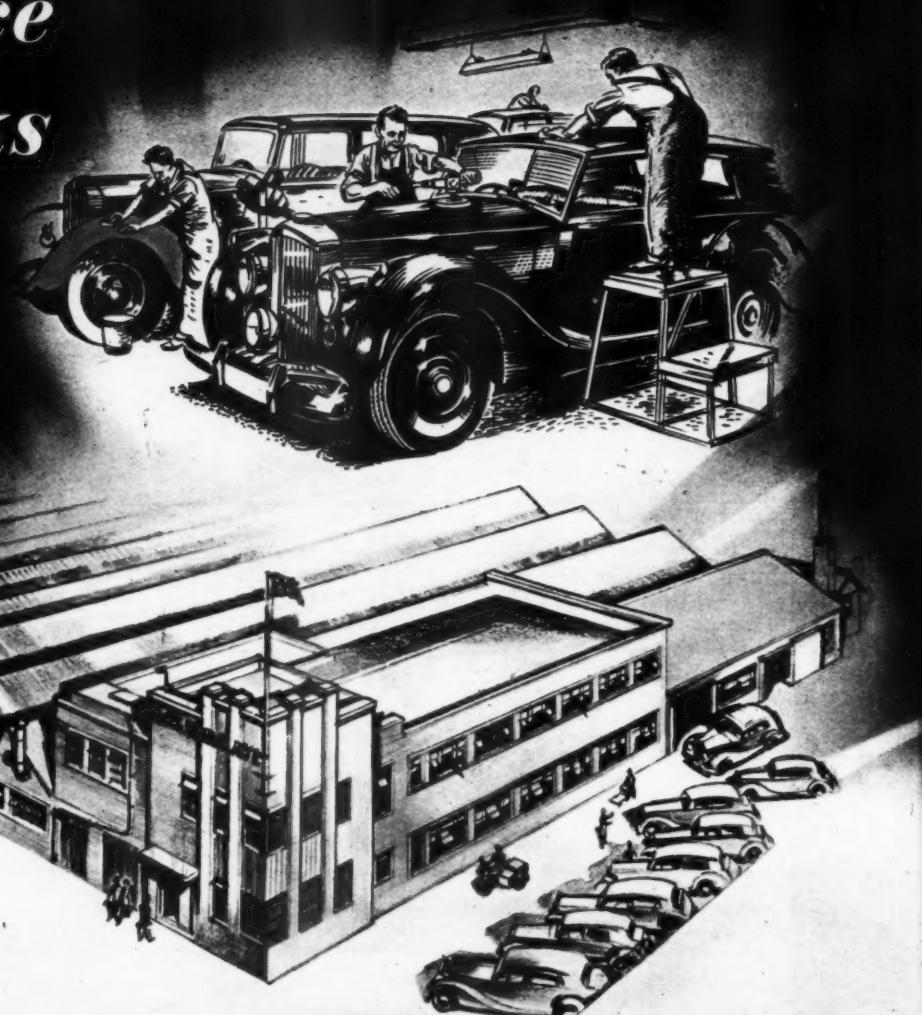
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Low build and seating position are shown. Large bumpers offer good protection against "bumper-bump" style of American driving.

American Production Special

THE roadster seen on this page is the result of an enthusiast's desire to "build and own his own" car. He is Tom Story, body shop foreman for the Lincoln-Mercury automobile dealers in Portland, Oregon, U.S.A., and the building of the car took one year of "spare time."

The first set of plans was drafted in 1944. After many changes, in 1949 the final set was drawn up and construction started. The wheelbase is 97in with a track of 54in. A Lincoln windscreens is mounted a modest 46in from the ground, and only 5in separate the engine from the road. The weight of the machine is 2,050 lb.

The engine is a fully tuned Ford V8, the small model of 135 cu in capacity known as the 60. The horse-power is now 113 with a 10½ to 1 compression ratio. Twin carburettors are used with Offenhauser cylinder heads, and 6,500 is given as the top r.p.m. figure.

The engine is mounted about sixteen inches behind the front cross-member. This, of course, results in good balance as well as proper traction of the driving wheels, a feature which some present American cars lack.

Front independent springing is Willys, as are the rear axle and spring assembly. The rear springs are mounted outboard, adding to the stability, and large aircraft-type shock absorbers are used to control the springing, which is good judged even by European standards.

The design of the grille is part-Mercury and part-Story. The front wings have been cut down from 1949 Chevrolet types, while 1949 Pontiac were used at the rear. A fourteen-inch section has been removed. Bonnet, scuttle, doors, and luggage locker were built from stock material, and the bonnet cost the builder the most midnight oil.

The low frame is built from 10-gauge chrome-molybdenum channel steel with units of the floor and body built in to the boxlike construction. This makes for great strength as well as low weight. Up-sweeping of the frame at both front and rear results in a low floor and seat

STORY CUSTOM CAR FOR VARIOUS POWER UNITS



Good visibility for the driver and passenger is a feature of the Story. At this point in the car's construction the painting had not been completed.



Head lamps are placed far apart, and the lack of chromium and the low flat bonnet line are features.

The forward mounting of the radiator and mounting of the engine aft of the front cross member are shown in this photograph.



Lagondas in Toronto

A daily attendance of nearly 200,000 saw Lagonda and Aston Martin cars at the recent Canadian National Exhibition. The DB2 was particularly admired for its style, and won a coachwork award in the Watkins' Glen concours d'élegance, held by the Sports Car Club of America.



H. Parkinson's 1901 Darracq leaving the start in Hyde Park followed by Erik Corkett's de Dion Bouton, and (left) the 1904 Rover, driven by R.E. Rouse.

The scene at Pyecombe hill showing the array of spectators' cars; this stretch was typical of many others all the way along the route.



Veteran Vivacity

THE annual veteran car run from London to Brighton, organized by the R.A.C., in conjunction with the Veteran Car Club of Great Britain, took place last Sunday. Although most competitors started to the accompaniment of a considerable downpour, so quickly did the weather change that the vast majority of the miles covered were blessed by sunshine and blue, if slightly cloud-flecked, skies. This year, the record entry of 163 cars was received for the run; actual starters numbered 148, and of these no fewer than 137 succeeded in reaching the finishing point on Brighton's Maderia Drive before the control closed at 4 p.m. A feature of this year's event, also, was the revival of the parade of the cars through Brighton during the afternoon; the interest aroused, and the crowd of spectators attracted, by this as well as the run itself attained unprecedented proportions.

ONCE more, as so often before, Hyde Park was filled with a motley collection of strange-sounding, stranger-smelling mechanical contrivances in the chill dawn of a November morning; the annual "London-Brighton" was about to start. By 8.30 a.m., the time at which Commander C. L. A. Woollard, the first competitor, was due to leave, the crowd had reached a considerable size, with a variety of London policemen and R.A.C. scouts struggling to keep the roadway free from obstruction; and then the cream-painted Léon Bollée tricycle, still fitted with its original hot-tube ignition system, was despatched on its journey, together with the first of the 1903 cars, C. W. Rowe's Renault. This expedient—of splitting the entry into two halves, one car from each half being sent away simul-

taneously—was devised to relieve congestion, both *en route* and at the finish; it did, however, result in some of the later-started cars having a much easier run than in previous years.

Another variation lay in the route taken, as the rehearsal for a Royal procession in connection with the visit of H.M. The Queen of the Netherlands had rendered the use of Westminster Bridge impossible. From Hyde Park Corner, therefore, the cars travelled by way of Belgrave Square to Vauxhall Bridge, and thence via Kennington Oval to Brixton, where greasy tramlines have so often in past years been the downfall of competitors. This time there appeared to be less trouble immediately after the start than has been the case of recent years, although the 1903 Phoenix Trimo and the 1904 Gardner-Serpollet steam car both found difficulty in quitting the Park.

On went the long cavalcade, through Brixton and Streatham, through Thornton Heath, round Croydon and Purley; and already, of course, there was trouble in the ranks, though most of it of a minor character. Commander Woollard's Bollée suffered ignition maladies and also broke a driving belt, while "Sammy" Davis, in the only other Bollée to run this year, got quite a lot of chances to demonstrate efficient pitwork, as "Beelzebub" was consuming plugs at a furious rate, raising them to an impotent red heat. Many other prominent motoring personalities were to be seen in exposed positions wrestling with wheel or tiller; Philip Fotheringham-Parker, pedalling strongly on the Century tricar, Tommy Wisdom with a Renault, F. W. Hutton-Stott with

Vauxhall Bridge, 1950 ; C. E. Miller endeavouring to cause his 1900 Benz to recommence, while his passenger obviously considers it "elementary, my dear Watson."



his 1903 Lanchester, Hugh Hunter in one of the two 1904 Siddeleys, Bob Porter with—of course—his de Dion Bouton, and many more.

At one time quite a number of cars collected at the foot of Brixton Hill; among them were the 1900 Georges Richard of J. E. Crossman, which was in trouble with its cooling system, and J. E. Ford's 1895 Benz, driven by C. F. Burton, which unfortunately was later forced to retire. The President of the Veteran Car Club, G. James Allday, was held up near Croydon Aerodrome by fuel feed trouble in his 1904 Lanchester, but once this had been rectified the car completed the run to Brighton in fine style. John Bolster conducted the 1903 Panhard with great éclat, driver and passenger imbibing from a small flask (milk?) occasionally, on the principle, no doubt, that the habit was traditional. Whether or not this inspired the driver, the car excelled itself and gave no trouble whatever. Another unfortunate *en route* was G. Rayment, driving Major F. Harvey's 1904 Clement, who had the misfortune to strip the timing gears near Croydon; in spite of valiant



John Bolster and James Tilling appear to be sharing the driving as well as the joke, as the 1903 Panhard nears Brighton.



Roy Clarkson and Gregor Grant urging their 1902 Panhard-Levassor up a slope; note the sprag beneath the rear of the car, ready for action if needed.



attempts to repair the damage he was forced to retire.

Nevertheless, the vast majority of the cars duly arrived in Brighton to the cheers of the enormous crowd, and took up their positions in the finishing enclosure. The half-frozen crews then besieged the buffet for hot drinks and lunch, while the supply of anecdotes and tales of adventure was as plentiful as ever. Considering the enormous volume of modern traffic which had accompanied the cars to Brighton, there were reasonably few untoward incidents; one of these concerned Courtenay Edwards, who had the misfortune to run into the back of a modern car with Alliday's 1903 Mercedes, but with little damage and delay.

After lunch, the cars were once more made ready for operation; this time for the parade round Brighton itself. This was a great success, and attracted much acclamation; very few of the cars experienced trouble, though "Beelzebub" suffered the indignity of running out of petrol just before the finish. Late-comers were still arriving in ones and twos; the finishing control remained officially open

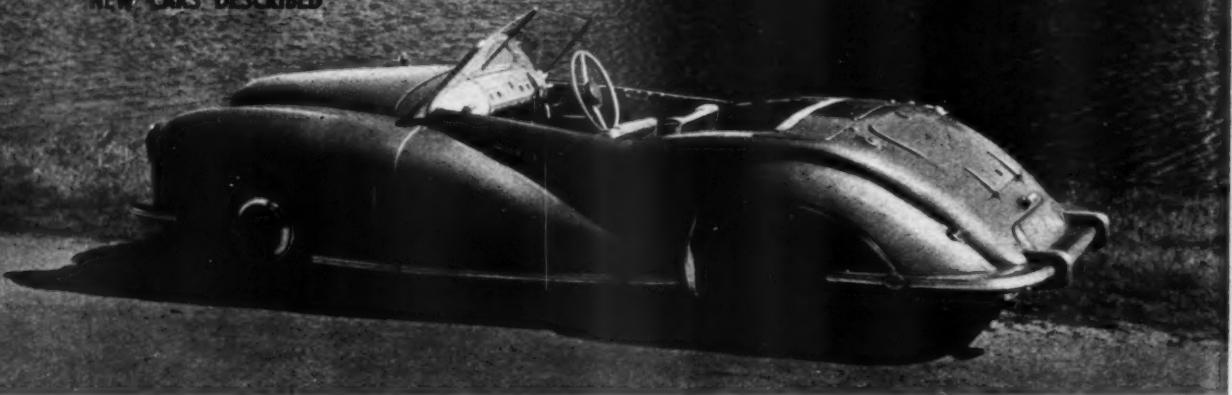
until 4 p.m., by which time 137 of the 148 starters had duly checked in. Of the remainder, only five were known to have retired, the other six completing the course in the fullness of time, though not qualifying for the commemoration awards. Later still came the tea party, under the auspices of the Mayor of Brighton, while in the evening the Veteran Car Club held their traditional dinner to celebrate the conclusion of yet another successful Brighton run.

All through the run the assistance given to competitors, by police and public alike, was of the highest order, and an especial word of praise must be accorded to the management and staff of Charles Rickards, Ltd., whose Spring Street garage was at the disposal of competitors before the start, the arrangements including refreshments and all kinds of assistance. The R.A.C. and V.C.G.B. may justly be proud of the success of this, the biggest ever in their famous series of pilgrimages from London to Brighton.

Below : A general view of the finishing enclosure on the Madeira Drive, Brighton. The carriage closest to the camera is the left-hand one. Beelzebub, the Bolles, taking a well-earned rest after its labours.



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The Paramount Mark I

TWO LIGHT SPORTS MODELS : COUPÉ AND ROADSTER : TUBULAR CHASSIS

SOME months ago a prototype sports car of very modern lines made its appearance. This was the Paramount, produced by Paramount Cars (Derbyshire), Ltd., at Swadlincote, near Burton-on-Trent. The design and specification have now been finalized and two models, a de luxe four-seater coupé and a four-seater roadster, are being put into production.

Aim of the designers has been to keep the weight down so that a good performance may be obtained from the 1,172 c.c. four-cylinder Ford power unit. At the same time this has not been achieved by skimping either the chassis or the coachwork, which is particularly roomy for a car of 8ft wheelbase and 4ft 3in track. A smart, essentially modern appearance has also been aimed at, the manufacturers feeling that there is still a demand for a car of distinctive lines provided that its performance is not out of keeping.

In view of the light weight of the complete cars, judged by British standards—15 cwt for the roadster and 15½ cwt for the coupé, these being dry weights—the performance should be adequate from the standard two-carburetor model and even better from the supercharged version.

Basis of the design is an underslung

chassis frame of cold-drawn, steel tubular members welded together to form a strong and rigid, but light, unit. The two main longitudinals are of 2½in diameter and 10 gauge, and they run straight from the front end to the third cross-member, being inclined inwards slightly towards the front. From the third cross-member they are bent inwards slightly, to run parallel, and then upwards a little to the rear cross-member. Thus there are four tubular cross-members, the front one of which is reinforced by plates welded on to it to form a box section, this giving it adequate strength to receive the wishbone links which support the steering pivots.

Chassis Layout

Additional stiffness is given to the main longitudinals by welding beneath them a channel-section web. Engine-mounting and body-mounting brackets are also welded to the frame. The front extensions of the main members carry a channel-section superstructure which receives the front bumper and also supports the horns, radiator grille and other fittings.

In this frame are mounted the Ford engine, clutch and gear box unit on four points. The engine has double valve

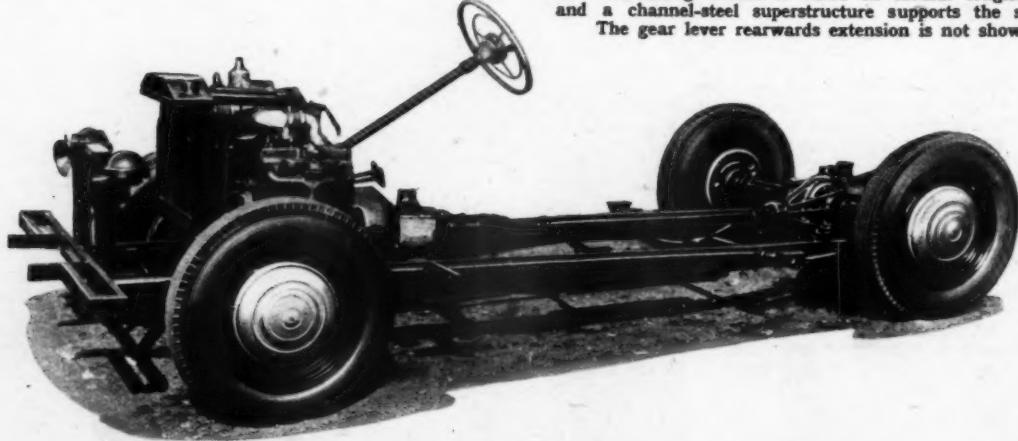
springs and two S.U. carburetors. Alternatively, a Shorrocks blower is fitted high up on the right of the engine and driven by two 'V' belts from the front end of the crankshaft. Mixture is drawn through a single S.U. carburetor and the pressure developed by the blower is about 5 lb per sq in.

An open propeller-shaft with Hardy Spicer universal joints transmits the power to a hypoid bevel rear axle. Girling hydraulic brakes have 10in diameter drums, the pistol grip hand brake having mechanical operation to the rear shoes. Burman steering gear is fitted, with a two-spoke wheel bearing horn ring, Trafficator and dipper switches.

Front suspension is by a single transverse half-elliptic spring attached to the front cross-member, which also carries the double-acting Girling hydraulic spring dampers. The half-elliptic rear springs pass beneath the axle casing and are inclined downwards slightly from front to rear; double-acting piston-type shock absorbers control them. Wheels are pressed steel, with 5.25 x 16in Dunlop tyres.

Coachwork is of ash framing clad with aluminium panels, rubber or felt insulation being inserted to prevent vibration and drumming. A strong channel-steel

The underslung chassis is based on tubular longitudinals and a channel-steel superstructure supports the scuttle. The gear lever rearwards extension is not shown.



SPECIFICATION

Engine.—4 cyl., 63.5 x 92.5 mm, 1,172 c.c. Side valves. Three-bearing crankshaft. Pressure lubrication, AC oil filter. Twin S.U. carburetors. Four-point mounting.

Transmission.—Dry single-plate clutch. Three-speed synchromesh gear box with remote central control. Ratios, 4.88, 8.5, and 14.9 to 1. Open propeller-shaft to hypoid bevel rear axle.

Suspension.—Independent front with wishbones and transverse half-elliptic spring. Half-elliptic rear springs. Double-acting hydraulic spring dampers.

Brakes.—Girling hydraulic with 10in diameter drums.

Steering.—Burman high efficiency variable ratio.

Wheels and Tyres.—Dunlop 5.25 x 16in on pressed steel detachable wheels.

Fuel System.—8-gallon tank. Mechanically operated fuel pump.

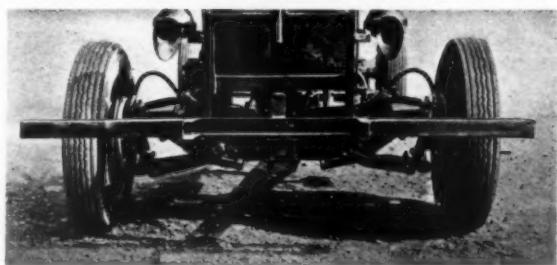
Jacking.—Amidships sockets through traps in floor.

Main Dimensions.—Wheelbase 8ft. Track, front, 4ft 2½in, rear, 4ft 3in. Ground clearance 6in. Overall length, coupé 13ft 10in, roadster 13ft 3in. Overall width 5ft 6in, height 4ft 3in. Dry weight, coupé 15½ cwt, roadster 15 cwt.

Price.—Coupé £575 plus P.T. £160 9s 5d. Roadster £498 plus P.T. £139 1s 8d. Supercharger £75 extra.



Simplicity is the keynote of the front panel. Sidescreens are diagonally hinged to give an arm opening.

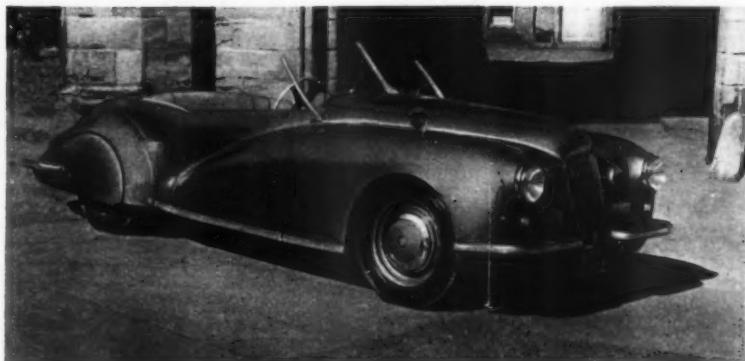


Left : The wishbone i.f.s. layout and channel-section superstructure supporting bumper, horns, grille and other fittings.

The Paramount in a three-quarter front view. There are wing mirrors, wrap-round bumpers, and traffic indicators in the front wings.

coupé and of Vynide for the roadster, cushions and squabs being of Dunlopillo supported on springs. The coupé has fixed side panels at the front of the doors, the main windows having winders. The head folds down neatly and is then concealed behind the rear-seat squab. Equipment includes 12-volt electrical system, bumpers front and rear with over-riders, and louvres in the front-wing valances in front of the twin horns and also below the horns to provide additional underbonnet ventilation. Head and side lamps are carried in the front surface of the wings.

Of similar lines the roadster will have hood and side curtains, will not carry bumpers, and will have a somewhat plainer frontal appearance as the louvres for ventilation and in front of the horns will be omitted.

**INSURANCE : SPECIAL REASONS AGAIN**

LAWYER-ON-WHEELS writes:— Every motorist knows that he must not drive his car, or permit it to be driven, on the road unless he is covered by insurance against third-party risks. If he is convicted of committing that offence, the justices must disqualify him for a period from holding a driving licence unless they find "special reasons" for not doing so. The question what does or does not constitute special reasons in this connection has often been before the Divisional Court on appeal from justices, and now yet another point has been cleared up:—if a motorist is, when stopped by the police, without cover

through some technical inadvertence, and the insurers then state that, had a claim arisen while the motorist was uninsured in those circumstances, they would have considered themselves as liable to meet it, that constitutes a special reason why the justices, though they convict and fine the driver, should not disqualify him.

This was laid down on October 4 in *Pilbury v. Brazier*:—The defendant owned a fleet of taxicabs managed by a garage manager who was instructed to see that all the defendant's vehicles were insured when on the road. When the driver of one of the taxicabs was stopped by the police he was unable to produce

an insurance certificate. What had happened was that the insurance of that particular cab, which was covered with a number of others by one policy, had been suspended while it was undergoing overhaul, and that by oversight the insurance company had not been informed when it was taken back into service. The company wrote to the police stating these facts and saying that, had an accident arisen resulting in a claim, they would have considered themselves on risk. The Divisional Court, dismissing the appeal, upheld the justices in their finding that there were special reasons for not disqualifying the defendant.

Double-dipping Head Lamps

NEW LUCAS SYSTEM DESIGNED TO COMPLY WITH THE INTERNATIONAL REQUIREMENTS OF THE GENEVA CONVENTION

TO meet the requirements of the International Geneva Convention on vehicle lighting, which has been agreed to by the Government, the standard lighting equipment will, in future, have double-dipping head lamps. As has been previously, but briefly, noted, these will shortly be fitted by car manufacturers on new productions, and, later on, the head lamps of many existing cars can be modified to conform with the Convention.

In the new Lucas head lamps the "square-pattern" lens, briefly described in *The Autocar* of September 29, is an important feature. The design of any head lamp rests on two fundamental but conflicting requirements; a powerful light is required for fast, safe, night driving, but it must cause as little dazzle as possible to approaching traffic. It is not practicable to design a lamp in which these two factors are combined in one beam. A good head lamp should have a powerful, far-reaching, central beam around which the light is distributed both horizontally and vertically in order to illuminate as great an area of the road surface as possible. Such a lamp will inevitably dazzle an approaching driver unless the beam is dipped or deflected downwards, either mechanically or by the use of a separate offset filament in the head lamp bulb.

With head lamp lenses as used up to the present a certain amount of upward, and hence dazzling, light is projected even when the axis of the beam is inclined well below the horizontal, so that to attain the desirable degree of freedom from dazzling it has been necessary to dip by switching off the right side lamp and deflecting the beam of the left side lamp downwards and to the left.

With the new square-pattern lens, however, it is possible to use both head lamps for dipped lighting without any increase in dazzling, but with much better illumination of the road ahead. This is made possible by the new Lucas light unit, which employs a reflector and front lens, permanently fixed to each other, and a

specially designed bulb fitted into the reflector from the rear. The bulb can only be fitted in the correct position. It has two filaments, one for the main light and the other for the dipped light, which are both permanently located in their correct positions relative to the focal point of the reflector.

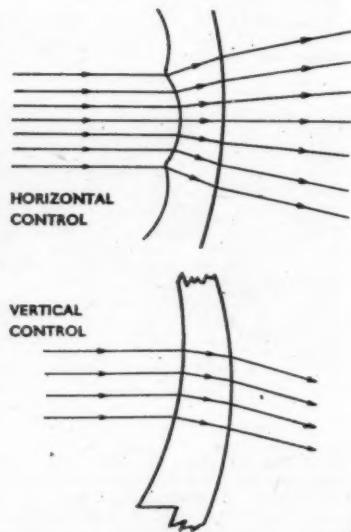
Having thus ensured that the lamp shall always be correctly focused, the next step is to control the distribution of the beam by means of the lens design. A parabolic reflector is used, but because of the filament size the beam emerges as a cone and not as a parallel beam. Accordingly the lens is divided into about 160 strips, 1in deep and $\frac{1}{16}$ in wide, each of which can be fluted to spread the light to any angle and prisms to bend it in any direction. Thus, if in any one of these small zones the component of the passing beam is directed above the horizontal a vertical prism can be used to deflect it below the horizontal. As a minimum of light above the horizontal is required in the dipped beam, all the appropriate zones in the lens are so prisms. By this means it has been possible to reduce the glare candle-power in the direction of the oncoming driver to half the value given by a head lamp with only a vertically fluted glass. The beam formed by the sum of these separate strips is thus fully controlled, and this applies to both driving and dipped beams.

As a result of these advances in light control the double-dipping system is made possible, both head lamp beams being deflected downwards and to the left when the dip switch is operated, giving twice the illumination of the road surface compared with the single-dipped beam now used, but no more dazzling.

Additionally, the beams are spread out so that the road close to the car is evenly illuminated over its entire width. This proves satisfactory to both the driver and the approaching driver; the driver has wide and evenly distributed local illumination which allows him to place his car accurately on the road, while along his left-hand side the beam reaches out ahead

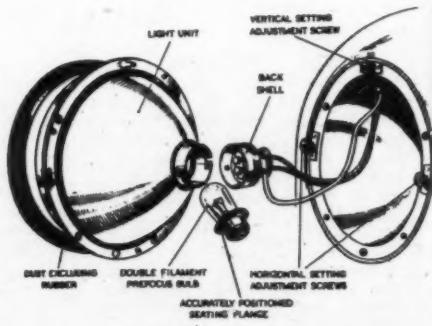
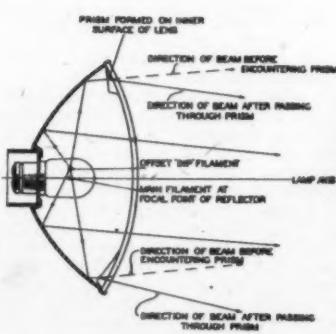
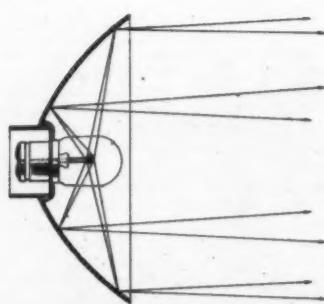


This is the square pattern head lamp glass now used by Lucas. It presents a smooth front but (below) the flutes and prisms on the inside spread or deflect the light in a controlled beam.



to the kerb; the approaching driver sees the other's head lamps replaced by a light which combines with that from his own lamps—assuming that his car also has double-dipping head lamps—to give effective and almost uniform illumination over the road between them with the minimum of dazzling.

Left : A slightly divergent main beam is produced by a parabolic reflector with a transverse filament at its focal point. Centre : Light from the dipping filament is prevented from rising by prisms in the lens. Right : The complete lamp is constructed so that the two bulb filaments are accurately located.





Looking through the rear compartment of the Pilot Panther to the end kitchen. Panelling is oak, and there is (right) a Pithers anthracite stove.

A CARAVAN DE LUXE

AMONG caravan connoisseurs, the Pilot Panther De Luxe, built by M. R. Pascall, Ltd., Pilot Works, Oakengates, Shropshire, has a deservedly high reputation. It is a 22ft three-compartment van costing £1,475 and it is built to last, of high grade materials, and by craftsmen. In the 1951 model various modifications have been made to increase comfort, but the well-proved basic constructional principles are adhered to. The chassis is of channel and angle section steel, the channel longitudinal

forming an apex at the front end to receive the Brockhouse towing gear. Wheels are of 10in diameter to carry 8.25 by 10in commercial tyres and are fitted with Girling brakes of large frictional area.

Owing to the length of the chassis it possesses considerable flexibility before the body is mounted on it, but the body is designed and constructed to impart the necessary rigidity to the complete vehicle. Welded or overlapping joints are used throughout to achieve weather-

proofness. The roof structure is partly box sectioned and adds greatly to the strength of the complete structure. The furniture also is built-in and likewise plays a part in stiffening the body.

Modifications are mainly to the domestic arrangements to facilitate work in the kitchen. Thus the kitchen and toilet layout has been reversed and the bath has been replaced by a shower. The two sliding doors previously used are replaced by a dual-purpose hinged door which encloses either the toilet room or kitchen as desired. The toilet room can be entered without passing through the kitchen and the latter is now much larger, has more cupboard space and improved fittings. These include conveniently placed china cupboard which swivels round in front of the serving hatch to the main compartment, so that china can be placed in position in the kitchen and withdrawn direct from the living room.

A 20-gallon water tank is fitted beneath the floor. The Perspex roof lights open for ventilation. The interior divides into two compartments; the front having two single or one double bed, a small wardrobe and a detachable table which can be stowed in the roof. The centre compartment contains a large wardrobe, sideboard, double bed and the stove, but interior layouts can be varied to suit requirements.

In response to requests for a light-weight van incorporating the same principles of construction, the Pilot Lightweight at £395 has been introduced. The length is 15ft, width 6ft 4in and headroom 6ft 3in. The van weighs 14½ cwt unladen and can be towed by a 10 h.p. car.

Steel-Shod Tyres

AFAIRLY recent innovation in tyre treads has been the introduction by Tyresoles, Ltd., Palace of Engineering, Wembley, Middlesex, of a retreading process which laces coils of steel wire into the rubber of the tread, called, appropriately, Wyresoles. With the increase in the price of new tyres and the degree of dependability provided by the best retreading processes this new tread, costing only a few shillings in excess of the normal retreading cost, must be of wide interest. A 4.50 x 17in tyre, for example, costs £2 13s to be retreaded by this system. As the Wyresoles process is so akin to the usual Tyresoles something should be said of this retreading process as a whole.

In the early days of retreads any damaged cover was automatically refused, but with the improvement of repairing processes only a small percentage are now considered unsafe to retread. The method of fixing the new tread is fairly simple. The old cover is very carefully examined and damage repaired and vulcanized. The remaining tread is buffed down and a strip of tread rubber is wrapped round and temporarily attached.

A circular mould is clamped on to the new tread and connected to a steam supply. The rubber is heated up to a very high temperature at which the rubber melts, fuses to the cover, and adopts the tread shape from the mould. The important factor in this process is that the wall of the tread should not be heated as it may subsequently be brittle and make cracking likely. In the Tyresoles process this is carefully avoided and

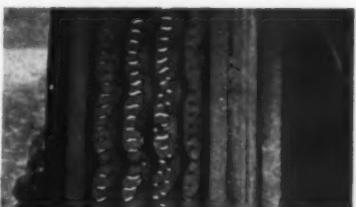
a member of *The Autocar* staff watching the procedure found that even when the tread of the tyre was at several hundred degrees Centigrade the wall was cool enough for a hand to be held against it.

The Wyresoles process is the same except that coiled wire is placed in the grooves of the mould and is buried in the protruding tread ribs during the molten stage. About 500 miles are normally covered before the wire wears right through, whereupon the coil has become a series of U-shaped pieces of wire, the ends of each U protruding towards the road. The wire naturally wears more quickly than the resilient tread rubber with the result that in normal running the tips of the wires are below the surface of the tread and the action of the tyre is normal. When the tyres are unduly stressed, however, such as during heavy braking or fast cornering, the rubber is distorted and the wires protrude to contact the road. At such times staring bystanders may be noticed—but this is only because they cannot diagnose the cause of the sparks!

A set of Wyresoles fitted to one of *The Autocar* staff cars were buffed down at the factory so that the coils of wire were worn through to produce their "claws." It was considered in normal driving that a better grip was provided, although under conditions of extreme slipperiness, such as wet wood blocks, the tyres were not sufficiently stressed, at the relatively low speeds involved, to make the claws extend. The feeling of extra safety in everyday driving, however, is comforting.

Some road noise is produced by these treads until the wire has worn down but it is in no way obtrusive. Concrete claims with regard to extra protection against punctures cannot be made but there is certainly the possibility of the wire deflecting nails.

During the 3,000-miles' test given to the set of tyres, which had already been buffed down as previously described, one puncture was incurred and wear was not in excess of what would be expected from ordinary tyres. There was no suggestion of the surface of the tread breaking up as a result of the presence of the wire. The Wyresoles service is available at the 37 local factories in Great Britain, or through service stations, and in several overseas countries.



A Wyresoles tread after buffing, exposing the coils of wire and (below) after a period of running. The outer ends of the loops have worn away, leaving the wires in claw form.





OPINIONS EXPRESSED ON THESE PAGES ARE THOSE OF OUR CORRESPONDENTS, WITH WHICH "THE AUTOCAR" DOES NOT NECESSARILY AGREE. LETTERS INTENDED FOR PUBLICATION SHOULD BE ADDRESSED TO THE EDITOR, "THE AUTOCAR," DORSET HOUSE, STAMFORD ST., LONDON, S.E.1

Heckington Mill, a venerable eight-sailed windmill. It is in poor condition; the slats have been removed for safety since the picture was taken (letter 62966).

CORRESPONDENCE

LINCOLN LANDMARK

A Plea for Heckington Mill

[62966.]—May I, before it is too late, arouse your readers' interest in a Lincolnshire landmark which is in danger of becoming derelict? On revisiting the village of Heckington recently, I found the famous windmill there a sorry sight; all the slats have been removed from its sails, one blade is missing from the fantail, and the catwalk encircling the tower is unsafe and unusable. Yet this is one of the country's finest windmills, and the only one, at home or abroad, with eight sails. It has been illustrated in many magazines and most guidebooks to Lincolnshire and the Fens.

The millers estimate that it would cost about £1,000 to put it into working order. Heckington Mill was working until four or five years ago, but for some time past it has been used to grind grain for animal feeding stuffs, rather than for human consumption. The expense of repairing it might be considered uneconomic from a purely commercial standpoint; but surely, taking a wider view, we cannot afford to lose such a well-known landmark, familiar to travellers for business or pleasure, by road and rail?

London, S.W.10.

ALEC DAVIS.

HIGHLAND TOURING

A Good Trip in a Small Car

[62967.]—After reading G. Douglas Bolton's articles "The Pass of the Cattle" and "Towards Cape Wrath" in your excellent journal, I decided this summer to make a tour of the Highlands, which included these as well as John o'Groats and the Isle of Skye.

The car used was a pre-war Series E Morris Eight with 40,000 miles on the clock (rebored, tyres retreaded at 30,000 miles). The load was two occupants of over 14 stone each and a considerable amount of luggage—the equivalent of travelling four up.

The tour of over 2,000 miles was completed with no mechanical trouble whatsoever, other than a puncture, and this on a main road.

Cape Wrath did not live up to its name, but the ascent of the Pass of the Cattle was made in what can only be termed a cloud-burst, which turned the so-called road into a mountain stream! The prolonged first-gear climbing entailed a stop for cooling; otherwise there was no difficulty beyond meeting a solitary vehicle—Land Rover!

The overall petrol consumption was 41 m.p.g., and that of oil almost negligible, apart from a change. When it is realized that the trip consisted, in the main, of low-gear work over doubtful roads, and of long, fast runs, these figures will be seen in their true colours.

I think that this performance does help to emphasize the remarkable robustness, longevity and economy of the British light car. I enclose some photographs taken during the tour.

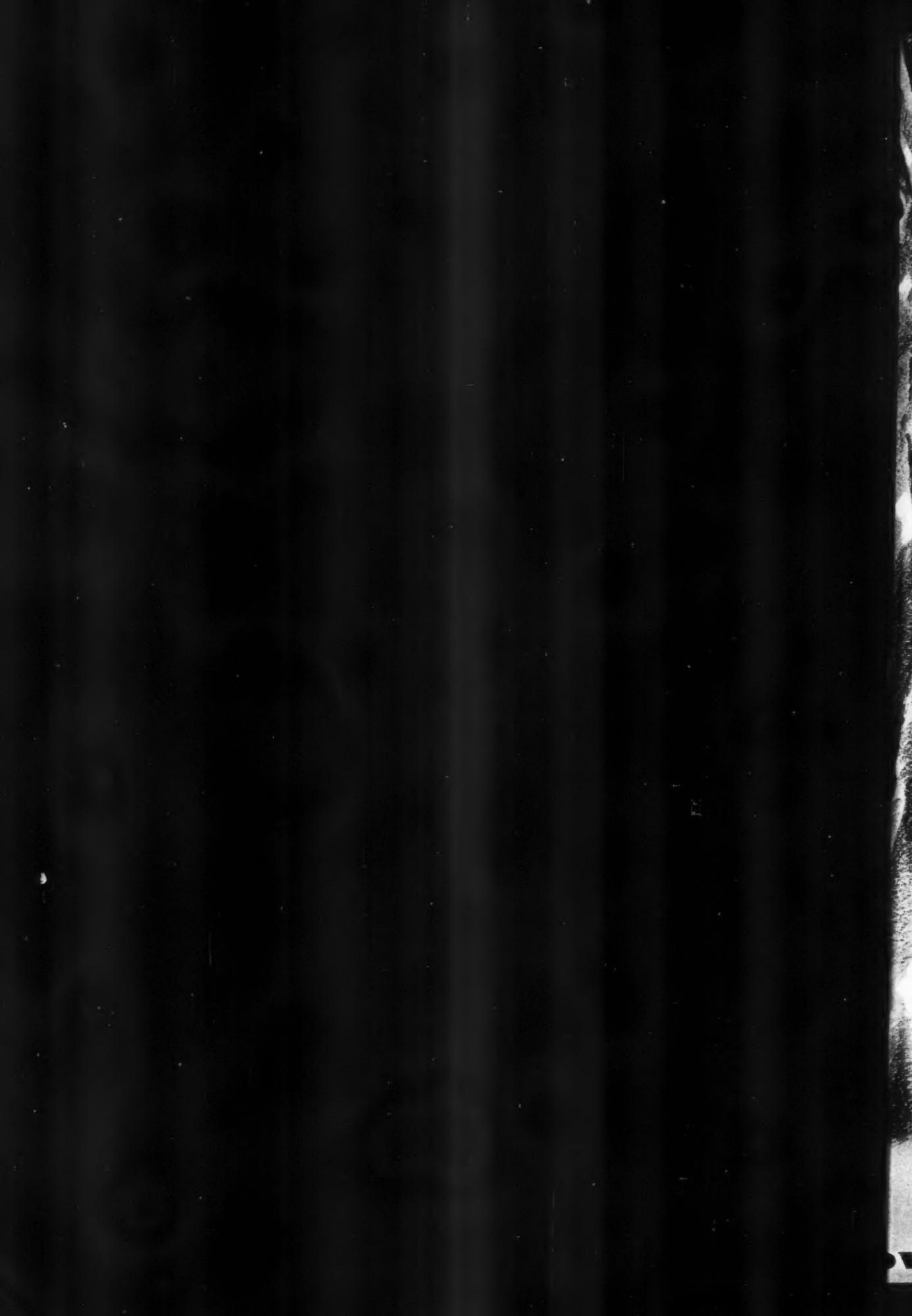
London, S.W.5.

R. T. WEBSTER.

IN THE WILD NORTH-WEST : The Pass of the Cattle in rain and mist; Moors of the Parph; the peat track (bottom) to Cape Wrath; letter [62967].



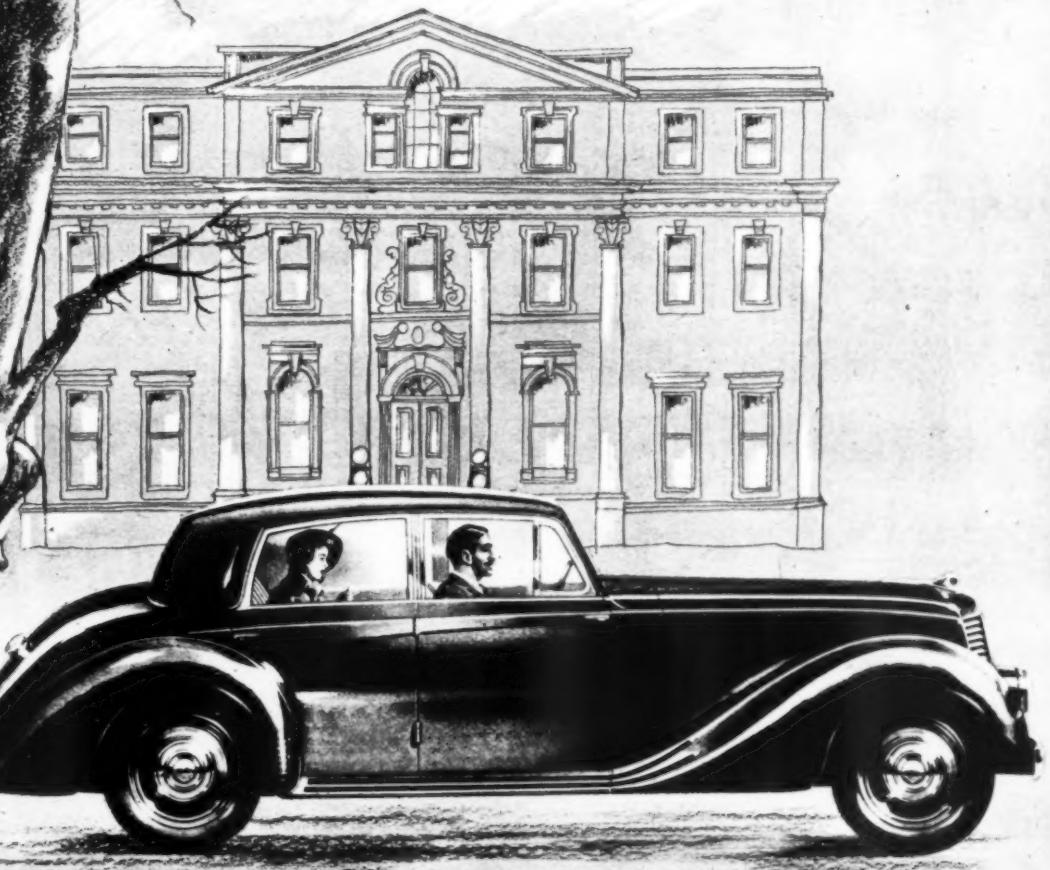




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CORRESPONDENCE

continued

MOUNTAIN TRACKS

Over Eunant in an Austin Seven

[62968.]—My brother and I came up from Dinas Mawddwy and down the Eunant valley in a 1932 Austin Seven this last August.

A stream has apparently been running down the road for several years and it was pretty rough going. We had to get out and lift the old car over a rock at one place. The enclosed photograph shows the car nearing the top of the first hill (and boiling merrily).

A. and J. PALMES.

Drewsteignton, Devon.



Difficult Passage of the Pass

[62969.]—I am prompted by your footnote to letter [62940] to offer my fairly recent experience of the Eunant track. In September, 1949, after the exceptionally dry summer of that year, I traversed this track from the Vyrnwy end to the top of Bwlch-y-Groes.

My car was a 1939-40 Austin Eight tourer and the passengers included my wife, two sons aged 4 and 5 respectively, and my daughter aged 5 months.

Your correspondent states that the approach from Vyrnwy looks even less encouraging than that from the Bwlch-y-Groes end. He would be still less encouraged if he were to see the condition of the track about half-way between these points!

On two occasions my wife, and, perchance, my daughter, flatly refused to sit in the car any longer and walked over the worst of the track—keeping a wary eye on the steep drop to the river on the left.

Several times it was necessary to get out of the car to make a survey of what remained of the "road" and to remove substantial boulders before progress could be maintained. Many small streams in deep gullies had to be negotiated and, had the summer been a wet one, it is doubtful if the occupants would have remained wholly dry. Trials experience was really necessary to pick a path at several points. The Austin has an exceptional ground clearance and I doubt if any of my Singers or M.G.s would have retained an undented keel with the track in the condition that I found it. Torque in first gear proved ample the whole way with the exception of one short, sharp rise, heavily boulder strewn, with a very deep gully at the bottom. I just made it, with the aid of a deft piece of clutch slipping; but it was touch and go.

Having once put my hand to the plough it went against the grain to turn back but, knowing what I know now and after the summer (?) of this year, I would not readily undertake the trip again unless suitably mounted on a trials special—but it was fun while it lasted. By comparison Bwlch-y-Groes was a flat arterial road.

I know the Hirnant Pass well. It does not compare with the Eunant track for severity of gradient or roughness of surface. It would, of course, be easier to negotiate the Eunant from Bwlch-y-Groes to Vyrnwy, from the gradient point of view.

To sum up; the track is passable but certainly not by either a car or driver who finds the climb up from Dinas Mawddwy in any way difficult.

R. W. DRAYCON,
Wrexham,
Denbighshire.Late Secretary, Maidstone and
Mid-Kent Motor Club, Ltd.

BODY LINE

Analogy with Dress Design

[62970.]—During the recent post-war years, I have been very interested in the form and line taken for car body design in this country.

I think that an analogy may be established between car body and dress design. From the splendour of the Edwardian period, we pass through the rather drab 'twenties, through the 'thirties, and so to the post-war period with its "new look" dresses and its "double-fronted," "razor-edge," and other fashionable shapes of cars.

If, however, we look at the dress designs of ancient Greece, we see that even today, after two thousand years, their designs are second to none, with exquisite simplicity and grace of line. These designs have been unblemished by time, and are truly works of art and not merely fashion.

When are car body designers in this country going to design

Up from Dinas Mawddwy and over the Eunant in a 1932 Austin Seven : (see letter 62968.)

bodies with that classical grace of line—something of which is seen in the Mark VII Jaguar saloon—so that a car may be the joy of a lifetime, instead of the fashion of a decade?

D. K. DEAN.

TWO ABREAST

Cyclists and Traffic Flow

[62971.]—I feel that The Scribe should not be permitted to fill valuable space in the promotion of warfare between classes of road users (September 29). It is impossible to generalize about people or what they do.

In the narrow streets of a town cyclists will be as rapid as the (safe) traffic speed. In country lanes there is little evidence that dense traffic contributes to the country's standard of living. On the other hand, on the roads which do carry important traffic, cyclists two abreast will not "hold Britain back."

Altogether, sir, it is an unworthy contribution.
Melksham, Wiltshire. PHILIP HUTCHINGS.

[The Scribe comments: "I rely on the Editor not to suppress honestly held opinions. Safe speeds in towns are matters of opinion, and I did not say that dense traffic contributed to the country's standard of living; I said that 'an integral part of a country's standard of living is the speed of its traffic flow'—a quite different thing. Finally, I proffered my opinion as a cyclist as well as a motorist."—ED.]

ANGLO-CANADIAN

Small Ford Does a Big Journey

[62972.]—In your excellent journal the descriptions of car travel in various parts of the world have given me many hours of enjoyable reading. One point, however, has bothered me. The car used has usually been above average in both price and performance. A trip made this last summer in one of Britain's most modest cars may interest those of your readers whose choice of car is perchance limited.

The car was a 1949 Anglia, the distance travelled 3,000 miles, and the time two weeks. The route was a rough circle from Edmonton, Alberta, Canada, south into the United States, west to the Pacific Coast, north by road and ferry into Canada, and then back to Edmonton by more northerly route.

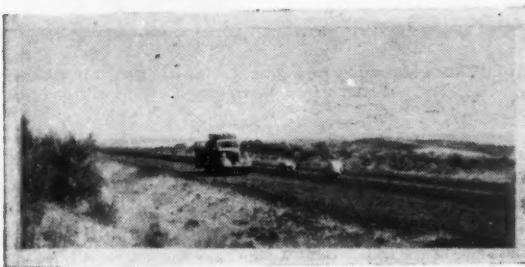
Road conditions were extremely varied: sea level and over 7,000ft, rough gravel trails and smooth eight-lane concrete highways, flat desert terrain and mountain passes to jar the most avid candidate for a Coupe des Alpes. In three instances steep twisting grades of seven to ten miles were met. One whopper of eighteen miles we christened, with apologies to Scotland, "Rest and Be Thankful."

The Anglia carried three adults with considerable luggage, a roof carrier proving necessary. Frequent stops precluded a very accurate log book. However, for the whole trip miles per Imperial gallon were roughly thirty-five, more than adequate considering terrain, load, and a cruising speed high for the size of the car. Except on the more mountainous sections



CORRESPONDENCE —continued—

HOT AND COLD: Snow in August—at 6,000ft, Logan Pass, Montana (see letter 62972). Below: Would the desert highway light a cigarette? (Shade temperature 110 deg F.)



the Anglia travelled very comfortably at 50 to 55 miles per hour. Maximum speedometer reading registered was 67. One stretch of 200 miles, which included slowing for several towns and a stiff head wind, was completed in three hours, fifty minutes.

There was no mechanical trouble of any kind. Oil consumption was about three quarts for the entire trip. Water disappeared at a high rate until the trouble in the form of some grasshoppers in the radiator core was removed. Only on the occasional very steep stretches was there need to stop and let the radiator cool. At such times there was usually plenty of company from Dyna-Flows and other leviathans.

An English Ford aroused some curiosity in the Western United States. One resident of Kalispel, Montana, stated to a questioning group, "It's one of those new Anglican cars." Using Automobile Association lists we escaped even one poor meal. Overnight stops in Motels were equal to those of the best hotels.

The most interesting sidelight of the trip occurred in Seattle, Washington—a Super Service Station where the word Super was not misapplied. You could get anything short of a new engine in an hour, and there was a glass-enclosed waiting platform where 75 to 100 motorists sat in comfortable chairs as a staff of drivers diced their serviced autos up from the subterranean garages. Workmanship was of the highest calibre, but the place seemed a little like Waterloo station at rush hour.

Our trip was a complete success. We went everywhere we wanted, if not in elegance at least in comfort. The total cost was less than \$125 or about £40 per person. We found that Western Canada and the United States constitute a real proving ground for any car, but that here, as in other parts of the world, even the most modest British car gives complete motorizing satisfaction.

S. SCRAGG.
Edmonton, Alberta.

CAPE RALLY

Opinion from West Africa

[62973.]—Mr. Ralph Sleigh's letter [62887] is most timely. We read a lot about the records won by British cars in endurance tests on racing tracks, but what do these prove for the car user in countries where the roads are very far from being racing tracks? People in the Colonies would be far more impressed by more practical tests under colonial conditions. Let a manufacturer send a stock car to be run for 500 miles a day for a month at 40 m.p.h. over some of our ordinary "permanently waved" main roads. The accomplishment of this would be far more impressive to us.

The Cape Rally would be a good test of a car, giving a very wide variety of road conditions, not to mention the negotiation of 20-odd ferries which are a severe test of the suitability of the

design of a car for Central African conditions. I recently drove from Nigeria to South Africa and the road conditions on this part of the route are nothing to be afraid of. The desert crossing is, I believe, not so simple, but it is, all the same, a good and necessary test of a car's efficiency.

Aba, Nigeria.

COLONIAL SERVICE.

MANIFOLD MYSTERY

The Way In

[62974.]—For the information of Michael Brown ("Dovedale Revisited," September 29), he could have entered and crossed the Manifold Valley easily at a spot about half a mile north of the road he chose, i.e., by taking the Butterton to Wetton road which passes Thor's Cave.

Incidentally, I am told the Manifold contains many wild flowers peculiar to this valley alone. H. R. HODGKINSON.
Newcastle-under-Lyme,
Staffordshire.

A WELL-KNOWN CORRESPONDENT

Appreciation of the Late Phil Paddon

[62975.]—Your correspondent "Rolls-Roysterer" died on August 4 this year. His death, occurring as it did at holiday time and in the midst of the printing difficulties, was almost unremarked.

As he was a pioneer motorist and enthusiast *par excellence* I feel that there will be many among your readers who would be glad to see some small tribute paid to his memory in these columns.

"Rolls-Roysterer" was the nom-de-plume of Phil Paddon, a pioneer motorist in the truest sense of the term; his motoring, dating from 1900, and his service in the motor trade, extending over fifty years, can have few equals. He used to assess the number of cars he had owned personally at something over three hundred. He owned over eighty Rolls-Royce cars in his lifetime!

As his pen-name implies he had a very special affection for the products of the famous Derby firm. He was, in fact, a partner in ballooning with C. S. Rolls before Rolls-Royce was founded.

His own firm, Paddon Bros., of which he was managing director, and which happily continues, dates from 1909 when it took its birth from the earlier firm of Paddon and Sopwith (1905).

There must be many better qualified than I to write of Phil Paddon; but to any who knew him he was above all kindly, generous and humorous (who could match his fund of motoring tales?) and the best of good friends.

In conclusion I quote, from his own hand, what seems to be a very suitable epitaph for the one and only "Rolls-Roysterer" (written some two years ago).

"Life seems a mad muddle anyway and I've no special complaint to make about nearing the end of mine: I have loved and lived every minute of it, travelling at 66,000 (?) m.p.h."

"The Almighty surely did set us an example of speed and I was one of his first disciples, against such opposition as you young'uns can hardly imagine."

J.
London, S.W.1.



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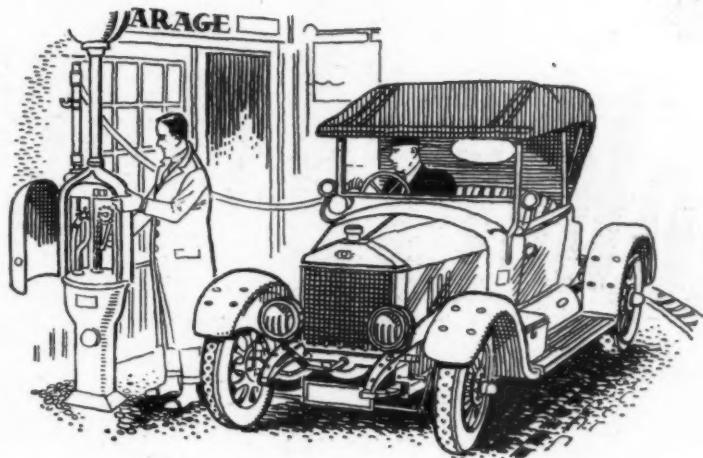
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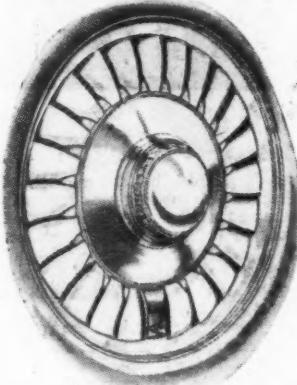
The
AVON
H.M.

ACCESSORIES

VENTILATING DISCS

WHEEL discs with ventilating slots, of the kind fashionable on high-performance Continental cars, are to be made by Cornercroft, Ltd., makers of Ace discs and rim covers.

The ventilating slots are semi-circular, and form a ring of overlapping scales filling the space between hub plate and rim; they may be made with their own hub plates or used with existing ones. Cars of the sleeker sort should look very



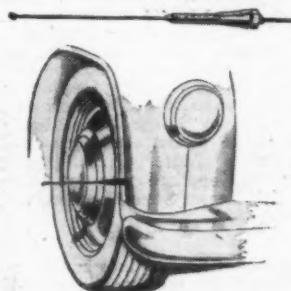
The new Ace ventilating disc. In this prototype version, the tyre valve is left in some prominence.

well with these discs, especially if there is a polished metal version, though they might not suit the humbler vehicle or the limousine. They are very light but strong, and will undoubtedly promote a very strong draught of air over the brake drums at speed, assisting cooling and helping to deal with brake fade.

It should be emphasized that though the discs were shown at Earls Court they are not yet on sale to the public.

WARNING WHISKERS

WHEN a cat is robbed of normal visibility it is said to use its whiskers as a width gauge. The same principle is



Wilmot-Breeden warning "whiskers" for parking: the prong is spring mounted and cannot itself cause damage or injury.

adopted for bulgy and vulnerable coachwork by Wilmot-Breeden, Ltd., Armitage Street, Birmingham, 5, who are marketing sets of four short chromium plated whiskers for affixing to the corners of the car, sticking out horizontally. When one of them touches in parking the car it makes a contact in its base as it bends and sounds a buzzer under the facia. The price of the set of four is £2 10s.

Similar gadgets are popular in the U.S.A. and might have been useful at the Torquay Rally!

CHROMIUM FORD LINERS

CROMARD cylinder liners are now available as a flanged, easily fitted liner for Ford Tens and Prefects. These long-life chromium liners would possibly outlive other essential engine components in a normally used Ford, but in cars liable to excessive and early bore wear such as those on stop-start work and frequent cold running—doctors' cars are the best example—such liners would be of great value. The makers are the Laystall Engineering Co., Ltd., 53, Great Suffolk Street, London, S.E.1.

CIBIÉ LAMPS

IT was recorded at the time of the Show that importation of French lamps, not seen here since the war, had begun again. The Cibié range has now reappeared. They are of good quality and in the higher-priced class.

Of particular interest to this country is the Fog Special. In conjunction with a reflector and glass, an accurate axial filament bulb throws an absolutely non-diffused, narrow and flat-top beam of great penetration. There is, however, a secondary and lower beam of more diffused character, shedding light on the immediate foreground but prevented from upward spread dazzle by a horizontal slot.

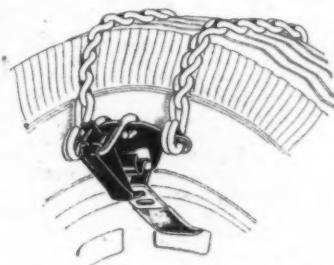
The Cibié pass lamp has a flat-topped beam of great range and power, a plain reflector and ribbed glass. Both lamps have brass bodies as a base for the chromium and are given a distinctive and rather pleasing appearance by their rimless design: the front glasses have rounded edges, milled like a coin, used in place of the usual plated rims.

Prices are the same for fog and pass lamps—chromium £5 15s 6d, black £4 15s. The distributors, through garages and traders, are S. Guterman and Co., Ltd., 37, Soho Square, London, W.I.

IMPROVED SNOW CHAINS

WITH winter looming ahead it is not too early to be thinking of suitable equipment. The Jay-Bee Easy-Fix tyre chains produced by Joseph Billingham, Ltd., Providence Works, Cradley Heath, Staffordshire, for use in snow have been improved by modification to the all-metal bracelet fitting which provides for their attachment to the wheels.

This fitting was formerly of a flat-link chain type and it has been replaced by a



A Jay-Bee snow chain in place on a pressed steel wheel.

curved, rigid strip or link which passes easily through the slots of pressed steel wheels. The link is attached to one end of the chains and is pierced with slots through which is engaged a curved, spring steel member attached to the other ends of the chains. When the chains have been fitted the spring steel member is secured by a toggle-action clip which springs into place with appreciable force.

Chains, of which there are two to each fitting, are of heavy gauge, hardened, non-rust steel. Four such fittings are required per wheel, the price being 9s each for the No. 2, or medium size, for tyres of 4.50 to 5.25in in section, 10s each for the No. 3, or heavy size, for 5.50 to 6.00in tyres, and 11s each for the No. 4, or extra heavy size, for 6.25 to 7.00in tyres.

NEWTON DAMPERS

THREE was a misunderstanding about the price of the Shaw special brackets for adapting Newton telescopic dampers to Ford Eights and Tens (*The Autocar*, September 1, 1950), which are made by J. J. Shaw and Sons, Ltd., Torrisholme, Morecambe, Lancashire. The price of £10 includes both the brackets and the actual dampers.



An unusual and elegant appearance is given to Cibié Lamps by the rimless design. Front glasses have a thick, milled edge. This is a driving lamp.

THE SPORT

Conducted by S. C. H. DAVIS and
J. A. COOPER, A.M.I.Mech.E., M.S.A.E.

SUCCESSFUL BRIGHTON RUN : GRAND PRIX FORMULA—OUTLOOK UNSETTLED

LAST Sunday's Brighton run was, as ever, a great occasion, both for those who made superhuman struggles to coax their strange mechanical devices to Brighton, and for those whose principal pleasure lay in watching the horrified expressions on the faces of great racing drivers—and many other important personages—when they realized that their present mounts were constructed with more emphasis on go than stop. Anyway, once it had stopped raining, it was all most enjoyable, and I shall long treasure in my memory the sight of the crew of one veteran slowly and painstakingly pushing it up a hill while from the windows of their accompanying modern tender issued a Voice. This Voice, which appeared to be that of a young female person and may have emanated from the electric wireless, was asseverating in plaintive accents—apparently with reference to a long-since obsolescent coin of the realm—that if an object were allowed to descend to *terra firma* it would retain forward motion by reason of the fact that it was circumferentially circular, an axiom of which the wheels of the inanimate vehicle in front were patently unaware.

DISSENSION :
After being once rejected by scrutineers for not having a fireproof bulkhead, L. Onslow Bartlett's new special now has a screen between seats and rear mounted V-twin J.A.P. engine.



DISCUSSION and argument are now rife on the vexed question of the next Grand Prix formula, which will come into force either at the beginning or the end of 1953: the date will be finally decided at the next F.I.A. meeting in February. There are various possibilities: first, the existing formula might be continued (1½ litres supercharged or 4½ litres unsupercharged); secondly, the use of superchargers might be forbidden and the capacity limited to 4½ litres; thirdly, the existing Formula 2 limit of 2 litres unsupercharged (with or without its blown equivalent) might be used; or an entirely different basis could be adopted. Among the suggestions which have been put forward in the last-named group come such things as the adoption (from which heaven preserve us) of a fuel consumption limit, or the use of a formula involving a limit, either maximum or minimum, on the weight of the car.

The only person who should be feeling fairly confident and happy would appear to be Signor Ferrari, who has a model for almost any of the above and certainly for the likely ones. Personally, I feel that the solution should lie among the first three of the above, and each of them has a good deal to be said in its favour.

The whole position is complicated by the possibility of the appearance in racing in the foreseeable future of machines powered by units resembling vacuum cleaners in having a kind of fan in the middle, instead of a number of inverted buckets rocketing up and down as in any self-respecting engine. In other words, the gas turbine, which cannot be classified on capacity, and for which a formula is being thrashed out on a different basis. This being so, it is difficult to imagine any equitable way in which the two types could compete together; perhaps for the first year at least the gas turbine could be allowed to compete in G.P. races using as big a fan as it likes—provided that it is not so much slower than the Ferraris as to get in their way.

allowed. This being so, the Swiss authorities are inviting bids for their purchase, and several people in this country appear to be interested. There are two cars, of which one is complete, while the other lacks various essential items; there is also a heap of miscellaneous components.

I am rather afraid that their successful operation without the resources of the Mercedes factory would be difficult, if not impossible, and extremely expensive; there has been a rumour that, if the makers are sure that the cars would be eligible for use under the next G.P. Formula (q.v.), they would buy them back themselves, and this development would not really surprise me. It is certain that the firm have not lost their interest in racing, but, like most people in these times of austerity, they are handicapped by the financial aspect, while it is by no means certain that the Swiss authorities would resell the cars to their original country of origin.

MORE news which concerns the Monte Carlo; Autocheques, Ltd. are making arrangements this time, not only to transport baggage for competitors and make all the necessary reservations, but also to run a special luxury coach from Dover to Monte Carlo for enthusiastic spectators and disappointed would-be entrants. This coach will leave Dover on January 22, arriving in Monte Carlo on January 26, making the return trip between February 1 and 5; the fare, including first-class passage, hotels, lunches *en route*, and like expenses will be 55 guineas per head. This is a good idea; I gather, however, that the coach will not take the full rally route to Monte Carlo, but will execute the usual mountain-dodging manoeuvre. More details and full itinerary on application to Autocheques, Ltd., 221, Regent Street, London, W.1.

THE fate of the famous and much-disussed 1939 1½-litre Mercedes racing cars has now been partially decided by a recent announcement by the Swiss Government that they have been impounded as reparations, and that Caracciola's claim to their ownership has finally been dis-

COMING SHORTLY

- NOVEMBER 24.—M.G. Car Club (Midland). Annual dance and presentation of awards, Chateau Impney, Droitwich, 8.30 p.m.
24.—Berkhamsted M.C. and C.C. Film show, White Lion Hotel, Edgware, 8 p.m.
24.—British Racing Mechanics Social Club. Annual dinner and dance, Park Lane Hotel, Piccadilly, London, W.1, 7.30 for 8 p.m.
24.—West Hants and Dorset C.C. Annual dinner and dance, Grand Hotel, Bournemouth.
25.—Bristol M.C. and L.C.C. Roy Fedden Trophy Trial, starting Cross Hands, Old Sodbury, 10 a.m.
25.—Buckhamshire M.C. and C.C. Captain's Night Scrounce, starting King's Arms, Buckingham, 8 p.m.
25.—Nottingham S.C.C. Night navigation trial, starting Lea Pool Garage, Redhill, Nottingham, 10 p.m.
26.—Kensington Border C.C. Annual Sporting Trial, starting Swan Tavern, Wrotham Heath, Kent, 10 a.m.
26.—Vintage S.C.C. Bexley Rally.
26.—Brighton and Hove M.C. November Trial, starting club headquarters, Madeira Drive, Brighton.
26.—Fiat 500 Club. Luncheon run, meeting K.L.G. factory, Kingston Vale, 11.45 a.m., Bear Hotel, Oxshott, 12.25 p.m., arrival Burford Bridge Hotel, Box Hill, 1.20 p.m.
DECEMBER 1.—Cornwall Vintage C.C. Meeting, Chiverton Arms, Blackwater, 8 p.m.
1.—Bristol M.C. and L.C.C. Film show, Shin Hotel, Aveston, near Bristol, 7.30 p.m.
1.—Limerick L.C. and M.C.C. Annual General meeting, Royal George Hotel, Limerick, 8 p.m.
1.—Brighton and Hove M.C. Annual dinner daftie, the Bedford Hotel, King's Road, Brighton.
2.—N.W. London M.C. Gloucester Trial, Cotswoolds.
2-3.—M.G. Car Club (N.E. Centre). Trial, Yorkshire.
3.—Hagley and D. L.C.C. Shropshire Trial, Bridgnorth.
3.—N. Midland M.C. Autumn Sporting Trial, Derbyshire.
3.—Chiltern C.C. Chiltern Hills Trial, Chilterns.

THE association of clubs known as the Eight Clubs has now implemented its promise, avert its successful Silverstone race meeting in June of this year, to return the profits from the meeting to the competitors in the form of starting money. This has now been fixed at the rate of

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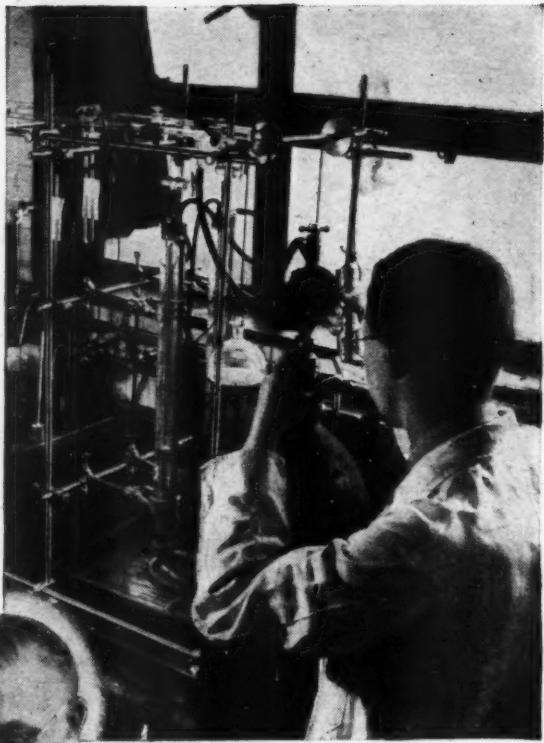
When this engine has completed 250,000 miles we would like you to carry out an engine bench test and inspection.

Extract from Letter dated
20th September, 1950, from
W. J. BULL & SON
Haulage Contractors,
ROMFORD, ESSEX

The new grade of Shell Oil that is being tested here is first subjected to exhaustive laboratory analysis. After this it has to undergo stringent practical tests both in specially-designed apparatus and under *actual running conditions*. Only if it proves in these tests that it is not merely suitable, but actually the very *best possible* oil for its particular purpose, will it be finally put on the market.

The Shell Research Centre, at Thornton, in Cheshire, is the biggest in Britain and one of the best equipped in the world. It is due to the knowledge gained there and at Shell Research Centres in other countries that Shell can today claim their world-wide *leadership in lubrication*. It is not surprising that Motor Manufacturers approve the use of Shell Motor Oil for their cars.

SHELL MOTOR OIL



The pictures you see here illustrate the two parallel aspects of Shell research at Thornton. Above, you see a scientist at work in one of the testing laboratories, and (below) a technician examining engine parts that have been used for a 500-hour engine test.



LEADERSHIP IN LUBRICATION

THE SPORT

17s in the £ of entry fees (which were not unduly inflated with this in mind), so that competitors in those events for which the entry fee was £2 receive £1 14s in return, and so on.

This is an ingenious and excellent idea, which helps considerably to reduce the expense of competing in this type of event. Congratulations to the clubs concerned, who hope to repeat the experiment during the coming season. They are: the Hants and Berks, Harrow, Cemian, Chiltern, Seven-Fifty, Lagonda, Lancia and A.C. Owners' clubs.

THE B.R.M. Association announces that over two hundred branches have now been formed, and that the total membership exceeds 7,000.

TOMORROW, Saturday, November 25, will witness the annual Roy Fedden Trophy trial, to be run by the Bristol M.C. and L.C.C. The start will be as last year from the Cross Hands, Old Sodbury, at the junction of A432 and A46, from 10 a.m., and as usual the course will be divided into two circuits, half the entry starting with one circuit and the other half with the other. This is a good idea that might well be more widely adopted, as it relieves congestion on the hills, and also means that the first men away do not get first go at all the hills.

On Sunday, the Kentish Border Car Club hold their annual Sporting Trial, starting at 10 a.m. from the Spring Tavern, Wrotham Heath, Kent.

THE Maidstone and Mid-Kent Motor Club held their annual dinner and dance at the Tudor House, near Maidstone, on Friday last, when a large and enthusiastic party gathered under the auspices of the club's president, Sir Garrard Tyrwhitt-Drake, J.P. After dinner, Lady Tyrwhitt-Drake presented awards to the prize-winners in the club events this year, and revelry and dancing continued until well into the small hours of Saturday morning.

THIS year's Bugatti Owners' Club Welsh Rally is being organized by Holland Birkett and Michael Burn, to take place on December 8 and 9. Those who know the organizers will be surprised at nothing, but to give some idea of the amusing hazards in store, I can do no better than reproduce the following instructions to competitors, culled from the regulations:

"You are a doctor. You are having dinner at an hotel on Friday, December 8, when a message comes through from Dr. Foster to say that a man is dangerously ill in the Welsh mountains and

that only a special vaccine from America can save him. This vaccine, the message continues, will be landed from a submarine (because it will not stand altitude), on the Welsh coast, and must be taken immediately to Aberystwyth to be put in cold storage to arrive by aircraft in time."

"To administer to this vaccine you must collect, on your way to the coast, its diluent, a special hypodermic syringe and a form of authorization from the Ministry of Health and Fulth at Fulth.

"At Aberystwyth the vaccine must freeze while you have it in your possession, and at the end of this period

you will be given verbal instructions for finding the sick man, Mr. Gwd Evans.

"The search for the patient may take all day and is likely to involve you in covering a further two or three hundred miles. Dr. Foster regularly drives his family saloon over this route without damage to it (the saloon).

"Dr. Foster thinks a good doctor should be able to average an even speed on any type of road.

"When you have found the patient, it will be necessary to return the remains of the diluent, the hypodermic and completed form of authorization to Dr. Foster at Prescott by a certain time."

This should be great fun; any ordinary car is perfectly suitable, and for starting points you have the choice of the Wheatsheaf Hotel, at Virginia Water, the Welcombe Hotel, Stratford-on-Avon, and the Rose and Crown, Chippenham, Wiltshire. There are seven invited clubs; enquiries to H. Birkett, 3, Pondtail Road, Fleet, Hampshire.

REGULATIONS have now been issued for the M.C.C. Exeter Trial, which this year will revert to its traditional form involving an all-night run from one of three starting points, a breakfast stop in Exeter and thence via several observed sections to the finish at Bournemouth. The starting points will be at Plymouth, Stratford-on-Avon and on the outskirts of London. The event will be held on December 29-30, and entries close on Saturday, December 2. Enquiries to J. A. Masters, 26, Bloomsbury Way, London, W.C.1.

THERE was a fine attendance of members and guests at the M.C.C. dinner last Friday at the Hyde Park Hotel, when Club Captain Major Marians presided. The long-distance Torquay Rally was the chief topic, of course, and there is talk of the rally becoming an annual event.

In replying for the guests, G. Geoffrey Smith, who drove the Rover turbocar on its official R.A.C. trial, mentioned the daily Press talk of "races for turbine cars within two years," and suggested that that was too optimistic a view. Nor was he convinced at the moment of the entire suitability of gas turbines for cars, notwithstanding their outstanding success in aircraft.

TWO items from a corner of our congratulations department (belated section): felicitations to Gordon Watson on his marriage to Miss Marjorie Gent, and to Charles Meisl on his engagement to Miss Elizabeth Gibson. J. A. C.

CLUB NEWS

Plymouth M.C.—The third annual Mancunian Trophy trial was run on Sunday, November 5, with a thirty-mile course and five observed sections. E. Orchard, in a Dellow, who gained 100 marks, won the premier award, and A. Cleave (Morris), with 88 marks, was awarded the Club trophy.

Severn Valley M.C.—A car badge has now been produced, and is available to members. It is strongly made and finished in heavy chrome and blue enamel with the county crest; cost is 17s 6d.

Suabean Register.—A point-to-point treasure hunt will be run on December 9, starting from the Lambert Arms Hotel, Aston Rowant, at 1 p.m., and intending competitors are informed in the first clause of the "regs" that they "will

be required to cover a course of from 40 to 50 miles by solving clues to take them from point to point and to acquire certain 'treasure'. It will not be necessary to damage the car or commit criminal offences, nor will navigators be embarrassed. A one-inch Ordnance Survey Map, Number 159, must be carried, but can be obtained at the start." Entries (closing date December 2), to Mrs. W. Boddy, Carmel, Wood Lane, Fleet, Hampshire.

Vintage S.C.C.—The premier award in the Nidderdale Trial, run on November 4, was won by L. Murray-Austin, driving his 1929 Lancia-Lambda, and an award for the most meritorious performance went to the driver of a 1925 Alvis 12-50, B. G. Wilkinson. First-class awards were

continued

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continued

CLUB NEWS

gained by: 1928 Riley Nine saloon (J. W. Rowley); 1926 Alvis 12-50 (S. R. Waine); 1926 Austin Seven (S. A. Beasley).

Bristol M.C. and L.C.C.—Two December dates for club members and friends are December 1, when a film show covering a variety of club events throughout 1950 will be given at the Ship Hotel, Alveston, near Bristol, at 7.30 p.m., and December 14, the date of the annual dinner, dance and prize giving, to be held at the Berkeley Hotel, Queen's Road, Bristol, starting at 7 p.m.

Cheltenham M.C.—Results of the Cheltenham Trial, run on November 11, are as follows: Best performance of the day: Ford (G. P. Mosby), 0 marks lost. Best performance up to 1,000 c.c.: Austin (P. A. Atkinson), 43. Up to 1,500 c.c.: Burgess (K. E. O. Burgess), 0. Over 1,500 c.c.: Ford (C. R. L. Nicholl), 22. First-class awards: Clegg (J. Clegg), 4; Bold (C. L. Bold), 6; Ford (V. S. A. Biggs), 10; A.M.B. (A. M. Beardshaw), 10; Wharton (B. K. Thompson); C.C.S. (C. Corbinshley); Clegg (A. A. Butler), 13; Fairley (R. W. Phillips), 16; Cranford (J. Deely), 19; Price Spl (D. W. Price), 19; Bitza Ford (J. Bullivant), 19; Dellow (L. G. Evans), 25; Dellow (B. H. Brown), 27; H.R.G. Mercury (A. W. Francis), 37.

Sporting Owners D.C.—On December 8, at 8 p.m., a number of films taken during the last season's racing will be shown at the Chequers Hotel, Whipsnade, and a night navigation trial has been arranged for December 16, to which members of the A.C. Owners, Chiltern and Berkhamsted clubs have been invited. Start will be from Aston Rowant at 10 p.m., and some fifty miles will be covered before the finish at Aston Clinton.

Citroen C.C.—Twenty-six Citroens started from the Victoria Hotel, Egham by-pass, on November 4, in the night trial, taking competitors through Reading, Newbury, Whitchurch, Hamble, Salisbury, Wincanton and Shepton Mallet to the finish, at the Lamb Hotel, Frome. Winner of the trial was P. Caroline, and first-class awards went to: C. Rowling, G. Wallis, A. Manuel, G. Gale and E. Griffiths.

Cornwall Vintage C.C.—The annual dinner will be held at the Goonvrea Hotel, Perran ar Worthan, near Truro, on Saturday, December 9, at 7 for 7.30 p.m. Tickets (10s 6d each) are obtainable from H. J. Batten, 9, Beachfield Avenue, Newquay, Cornwall.

M. G. Car Club (Scottish Centre).—The

Moorfoot Invitation trial was run with an entry of nineteen on November 12; provisional results are as follows: M.G. Trophy (best under 1,500 c.c.): Austin Spl (J. F. Wilson). Stuart Trophy (best over 1,500 c.c.): Stafonak (N. A. Kennedy). S.M.T. Trophy (best M.G.): TD (G. Gibson). Motor World Trophy (best novice): Ford Spl (G. Oliver). First-class awards: H.R.G. (W. K. Stewart); Auford Ford Spl (P. M. Goodall); H.R.G. (J. S. Mitchell).

Shenstone and D.C.C.—Members from seven invited clubs (Hagley and District, Leicestershire, M.G., North Staffs, 750, Sheffield and Hallamshire, and Sunbac) will be competing in the Chase Trophy trial, to be run on December 10; start will be at 10 a.m., from the Bowling Green Hotel, Lichfield, and the course will lie through the Cannock Chase area, with a timed climb and stop-and-go tests. The trial will be a sporting one, but will contain no chassis-breaking sections and is suitable for standard sports cars. Entries (closing date December 2) to E. K. Ashby, 97, Walsall Road, Aldridge.

Midlands Motor Enthusiasts' Club.—The annual dinner and presentation of Silverstone awards will be held at the Imperial Hotel, Birmingham, on Wednesday, December 6, at 7.30 p.m. for 8 o'clock.

Irish Motor Racing Club.—C. Vard (M.G. TD) scored his fifth success in the six autumn trials held this season by the Dublin motoring clubs, when he won the I.M.R.C.'s Autumn Trial on November 11. J. C. Millard (M.G.) gained second place, and J. A. Bell (Ford Spl) third.

Southera Jowett C.C.—There were eighteen competitors in the mystery run held on October 29. Start was from Hampton Court, and the route took drivers through the Walton-on-Thames, Hersham and Cobham districts to the luncheon rendezvous at Bookham Common, while the afternoon run was through the country around Shere to Peaslake. Winner of the event was P. Foy (Jowett), who gained the maximum number of points (86); runner-up, with 83 points, was G. R. Griggs (A.C.), and third was the Jowett of R. Pilcher (83).

B.A.R.C.—A dinner-dance will be held at the Hyde Park Hotel, Knightsbridge, London, S.W.1, on Wednesday, December 13, at 7 for 7.30 p.m., dancing to continue until midnight. Tickets are 25s each, and may be obtained from H. J. Morgan, 55, Park Lane, London, W.I.

IN BRIEF

Mr. Harold Drew has been appointed chief engineer of Vauxhall Motors, Ltd., of which he is already a director, in succession to Mr. C. E. King. Mr. King will continue in general charge of the engineering department as director of engineering.

Nearly 150 local members of the British Motor Trade Association attended the inaugural dinner-dance of the local board of BEN (the Motor and Cycle Trades Benevolent Fund). The general secretary, Mr. C. W. Cudlipp, said that in the first nine months of this year grants to aid distressed members had risen by £3,000 over 1949, to £18,700.

The Bristol and district centre of BEN will hold its annual dinner-dance on January 11, 1951. Details are available from Mr. R. E. Fletcher, Edmunds Walker and Co., Ltd., 112-114, Victoria Street, Bristol.

Mr. John L. Wyer has been appointed development engineer for Lagonda and Aston Martin cars. He will continue to act as competition manager for Aston Martins.

A Washmobile car washing plant was recently demonstrated on the premises of Car Mart, Ltd., Shepherd Market, London, W.1. It provides compressed air for cleaning the interior of cars and sprays of water and of soap or detergent for exterior washing. A car wash is very quickly and efficiently completed with the machine and no streaking occurs as the car dries. It is

already in wide use in the U.S.A. The concessionaires in Great Britain are the American Autowash Corporation, Ltd., 1a, Newman Street, Oxford Street, London, W.I.

Mr. C. M. Vignoles, C.B.E., has been appointed a director of Shell-Mex and B.P., Ltd. He joined the Royal Dutch-Shell group in 1924 and came to London in 1932. Since the war he has been eastern area manager of the Shell company.

Wells and Levi, Ltd., of 381-389, West Green Road, London, N.15, have changed their title to Wellston Motor Co., Ltd. The change is in name only.

New plant and machinery being installed by the Triplex Safety Glass Co., Ltd. will double the output capacity of their Birmingham works to keep pace with the increasing demand from abroad for British cars. No additional capital will be raised.

Quite useful information for caravaners, or prospective owners of caravans, is contained in the booklet, *Caravanning with Country Life*. It is issued by the Country Life Caravan Co., Ltd., Romsey, Hampshire; price 1s 6d, or free to all owners of Country Life caravans.

The address of Burlingham Caravans is Garstang By-pass, Garstang, Lancashire. The address given in *The Autocar* of October 20 was in error.

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 1948 **ROVER** "75" Sports Saloon, Suede Green, Green leather, 12,000 miles.
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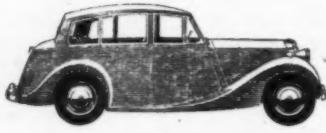
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1939 -40 A.C. saloon required in good condition. 111, High St., Shirley, Southampton. [3160]
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ALFA-ROMEO

HAROLD RADFORD & Co., Ltd.:—

1934 Alfa-Romeo 2.3-litre supercharged, 2-door 4-seater drophead coupe, recent complete engine overhaul. [2915]

HAROLD RADFORD & Co., Ltd., Melton Court, High Kensington, S.W.7. Tel. Kensington 5662 (5 lines).

1937 ALFA-ROMEO always in stock.—27a, Bbridge Villas, W.11. [9412]

BEVERLEY MOTORS, Coombe Rd., New Malden, have available 1935 2.3-litre type SC, independently sprung chassis with leather interior. Customer may specify own coachwork colour and upholstery; price approx. £1,500.—Enquiries to Malden 4403.

SUPERCHARGED 17/50 Alfa, ex-George Eyston, world record holder, fitted lightweight 4-seater, completed rebuilt by us and in excellent condition throughout. New Dunlop, dickey, hood and side screens: £250.—Derlington, 159, London Rd., Kingston 5621. [2549]

Alfa-Romeo Cars Wanted

J. H. BARTLETT, The Alfa-Romeo Specialist, 27a, Pembroke Villas, W.11. [9407]

R.OWLAND SMITH'S, the Alfa-Romeo buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

C.HIESTER CO. LTD., Onslow Garage, 197, Fulham Rd., Kensington, S.W.3. are keen buyers of late models. Flaxman 0052. [1041]

Alfa-Romeo Spares and Service

T.HOMSON & TAYLOR (BROOKLANDS), Ltd., Spares and service for Alfa-Romeo cars.—Brooklands Track, Weybridge. Byfleet 520. [0124]

ALLARD

W.HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1949 Allard sports 2-seater, mileage 8,000, colour metallic grey, condition as new: £850.

W.HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [9311]

C.AR MART, Ltd.:—

1949 Allard drop head coupe, 11,000 miles: £1,095.

1948 Allard drop head coupe, 7,000 miles: £955.

C.AR MART, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [3571]

H.A. SAUNDERS, Ltd.:—

1949 Allard 2-str., 8,000 miles, one owner: £865.

H.N.W.11. SPEDWELL 0011. [3088]

D.ICKS CAR SALES, offer:—

1949 Allard 30hp drop head foursome coupe, low mileage, carefully used: £950.

ALARD special tourer, fitted high efficiency.

D.ICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [3287]

D.AGENHAM MOTORS, Ltd., offer the following car:

1949 Allard d/h coupe, black, brown hide, 5,300 miles. Park Lane, W.1. Regent 4866, 374, Ealing Rd., 56, Alberton, Middx. Perivale 3388; & 8 & 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. [3438]

1948 Allard drophead coupe in excellent condition, one owner, L.H. drive: £700.

CENTRAL MOTOR CO., Ltd., Main Ford Dealers, 41, London Rd., Leicester, 20294. [2802]

D.AGENHAM MOTORS, Ltd., main distributors, buy and sell used Allard cars.—56, Park Lane, London, W.1. Regent 4866. [0151]

1950 model Allard saloon, 5,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tel. Tem. 3337.

1948 Allard drophead foursome, black: £925.

PARK GARAGE (Molesey), Ltd., Hampton Court Way, Molesey. Tel. 4371. [2876]

GORDON CARS (LONDON), Ltd.—1947 Allard 4-seater, 8,000 miles, one owner: £1,000.

EUSTON RD., Ltd., Gordon House, 302, Euston Rd., N.W.1. Euston 6611. [3032]

1948 Allard 3½-litre 2-seater, red with beige leather, 10,000: £795.—Jack Olding & Co. Ltd., North Audley St., W.1. Mayfair 5242. [3059]

1949 Allard drop head coupe, blue, low mileage, in perfect condition throughout: £850.

Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [2474]

1948 Allard beautiful coachbuilt sports 4-seater, excellent all weather equipment: £685.—6, Portobello Mews, W.11. Park 9050. [3184]

A.LLARD d/h coupe, production model (blue), 1949, 16,000 miles, genuine, as new, one owner (now has Allard saloon), guaranteed: £950; exchanges.—Standhill Garage, 123-7, Carlton Hill, Nottingham. Tel. 5808. [2706]

1948 Allard open sports 4-str., low mileage, fitted with 4-speed gearbox, 12,000 miles, in excellent condition throughout: £995.—Pantiles Service Garage, London Rd., Guildford 5326. [1257]

The Autocar CLASSIFIED ADVERTISEMENTS

Trade discounts: Details upon application to "The Autocar," Dorset House, Stamford Street, London, S.E.1. Remittances payable to Hiffe & Sons Ltd. Deposit System: Full particulars upon application to Head Office. The Proprietors retain the right to refuse or withdraw "copy" at their discretion, and accept no responsibility for matters arising from clerical or printers' errors.

1939 (June) 14hp Alvis sports saloon, cream with brown leather upholstery, car had £300 spent on it since March '50: in first-class condition. Box 7208. [3435]

16 95hp Alvis drop head sports coupe four-seater fitted with cycle type wings. In exceptional condition throughout, never fitted outside, colour maroon, chassis all perfect, chassis, transmission, gear box rear axle, steering brakes and tyres all excellent; engine fitted dual ignition is quiet runn'n and uses no oil; a fast moving car laid up ten years and in original condition, good condition for disposal: £220 or very near offer.—Cook, 1 Kilmor Park, Hoole, Chester. Tel. Chester 5155 (evenings). [3210]

17 ENIGINE privately owned Alvis Speel 20, super sports foursome drop head coupe, fitted Van Den Plas aluminium coachbuilt body, black, blue leather upholstery, original Alvis super finish, clean pile carpets, dual ignition, excellent steering, low suspension, tall, slender chassis, perfect brakes, quiet transmission, a thoroughly reliable, quiet running, most sporty, attractive, economical, thoroughbred car with a really outstanding performance, a pride of ownership car that will hold its own indefinitely at a very minimum outlay, tested, 300 miles run to genuine enquirer, also photo: genuine brochure, £655.—1, Bentley Rd., Manchester 21. Tel. Chorlton 1288, any time. [3192]

Alvis Cars Wanted

R.OWLAND SMITH'S, the Alvis buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0914]

The Alvis buyers.

D.ICKS CAR SALES, 385-401, High Rd., Kilburn, N.W.6. Maida Vale 6888-9. [5723]

1949 Alvis 2½-litre wanted: please give latest price.—Box 7122. [2653]

1948 4½ Alvis saloon wanted.—G. S. Hall, 302, King St., W.6. Riverside 2881. [1103]

1949-8 9 Alvis saloon wanted.—G. S. Hall, 302, King St., W.6. Riverside 2881. [3243]

S. ERSKINE & SONS, Alvis distributors of Woking, invite details of late models for disposal.—Woking 330. [0697]

WANTED privately, Alvis saloon or coupe, under 15,000 miles.—Write Anglor, 24, Lyndhurst Rd., London, N.W.11. Tel. 6464.

1948-9 Alvis: please give particulars and price.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, Manchester 19. Rus. 2874-5. [0494]

CHARLES FOLLETT, Ltd., buy good late model cars.—C. B. Berleth, 1, W.1. Tel. 6808. Service Works and Stores: 12, Wellesley Ave., W.1. Riv. 1413. [0881]

Alvis Spares and Service

SERVICE and spares for Alvis cars.

A.LVIS, Ltd., Service Station, 532, Finchley Rd., London, N.W.11. Tel. Speedwell 6762-3-4. Grams, 41, Alvis, Ltd., Service Station, Holmehead, N.D. Tel. 5501. [2653]

A. COVENTRY, 1, W.1. Tel. 5501. Grams, Alvis, Coventry.

SHOWROOMS.—18, Berkeley St., W.1. May. 6366.

SPARE parts.

SERVICE.—12, Wellesley Ave., W.1. Riv. 1413.

K.INGSTON-ON-THEMES.—Sales, Service and Spares. —G. W. Wilkinson, Ltd., Weston Park and 94, Eden St., Kingston 2241. [1583]

American Cars Wanted

WANTED, American cars, all makes, for cash.—Parade Garage, Gallows Corner, Romford, Essex. Ingberbury 2451. [1584]

ARMSTRONG SIDDELEY

CAR MART, Ltd., [1585]

1947 Armstrong Hurricane drop head coupe, 6 months' guarantee: £895.

1948 Armstrong 16 Typhoon saloon, radio, heater. Park Lane, W.1. Tel. Grosvenor 3434. [1348]

M.ONTRÉAL MOTORS offer:—

1949 Armstrong Siddeley drop head coupe: 6 low mileage, one owner.—Montreal Motors (N. H. Boswell), Buc. 1171-2. [2484]

PASS & JOYCE, Ltd., offer:—

1948 Armstrong Siddeley Typhoon sports saloon, Museum 1001, black, 1 owner.—184, Gt. Portland St., W.1. [2039]

GUY SALMON AUTOMOBILES, Ltd., offer:—

1949 Armstrong Siddeley 18hp Lancaster saloon, 1,500 miles, a new car: £1,685.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-5. [2361]

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1936 Armstrong Siddeley 12hp black saloon, very good condition: offers.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Guildford 6207-8-9. [1333]

LIMOUSINES 1938 Long 25hp partition, wide forward view, black, 1 owner, Alvis.

LIMOUSINES 1939 7,000 miles, 17hp, partitioned.

£650. Alpe & Saunders, Limousine Specialists, Providence Court, North Audley Street, Mayfair 2941. [15416]

1938 Armstrong 16 Typhoon saloon, in superb condition throughout, recommended: £495-295.

FERRARI'S OF CRICKLEWOOD, Ltd., 200-2, Cricklewood Broadway, N.W.2. Gla. 2234. [19405]

1948 Armstrong Lancaster 4-door saloon black with brown leather, low mileage and beautifully maintained: £1,195.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [2325]

1947 (December) Armstrong drop head Hurricane coupe, fawn, low mileage, radio and heater, a ready immediate car: £885.

J. R. RODS, Ltd., High St., Ruislip. Ruislip 3033-4/5. [12972]

£750 black, with red leather.—Woking Motors (Maybury Hill), Ltd., Woking 1928. [1135]

AMBFS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [3512]

LVIS, 1937, 25hp Charlesworth black sports saloon

A many extras incl. Servo assisted brakes, 6 good tyres, two owners, 49,500 miles, mechanically first-class, open to inspection, £1,000, to be sold by auction, £750 secures; see London.—Write Box Z.W.659 Deacon's Advertising, 36, Leadenhall St., E.C.3. [2786]

LVIS Firefly saloon, just completely overhauled and prepared for the 1,000-mile Rally at a cost of over £250, including engine overhaul, crankshaft, ground, new bearings, new timing chain, sp.ockets, special camshafts, etc. The car is in excellent condition, transmission overhauled, resprayed, retrimmed, rechromed, numerous extras, new Dunlop tyres, new batteries, as new: £375.—Kel Motors, Gordon Works, Gordon Ave., Stanmore. Tel. Grimsdyke 992. [3234]

LVIS 1937, 25hp Charlesworth black sports saloon

A many extras incl. Servo assisted brakes, 6 good

tyres, two owners, 49,500 miles, mechanically first-class,

open to inspection, £1,000, to be sold by auction, £750 secures; see London.—Write Box Z.W.659 Deacon's Advertising, 36, Leadenhall St., E.C.3. [2786]

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A many extras incl. Servo assisted brakes, 6 good

tyres, two owners, 49,500 miles, mechanically first-class,

open to inspection, £1,000, to be sold by auction, £750 secures; see London.—Write Box Z.W.659 Deacon's Advertising, 36, Leadenhall St., E.C.3. [2786]

1937 Armstrong 14 saloon de luxe, 1 owner, 60,000 miles; £350.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon, Addiscombe 3066. [2049]

725 gns.—Armstrong Siddeley (May, 1946) Hurricane foursome drop head coupe, light blue, fawn leather, excellent condition; terms, exchanges.—Rowland Smith, 10917.

395 gns.—Armstrong Siddeley (June, 1938) 17hp long chassis 4-door saloon, blue and black, brown leather, preselector, good tyres, very carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, 10917.

CENTRAL GARAGE, Croydon, offer:—1948 Armstrong Siddeley Typhoon, black, speedometer reading under 10,000, excellent condition; £1,075.—Central Garage Tel., Croydon 7464.

1946 Armstrong Siddeley Hurricane drop head coupe, grey, in nice condition; £225.—Central Motors (Paddington), Ltd., 14, Harrow Rd., Paddington, W.2. Paddington 0766.

1947 Armstrong Siddeley Hurricane drop head coupe, grey, in nice condition; heater, immaculate condition; £195.—Garage Service Co., Hoop Lane, Golders Green, N.W.11. Speedwell 3408.

1937 Armstrong Siddeley 14 saloon, black, just reconditioned very carefully used and in perfect mechanical condition; £150.—Rowland Smith, 10917.

LIMOUSINE 1935 Armstrong 20 face forward occasional, all good tyres, engine and gear box recently overhauled, smart car; £395; terms arranged.—Elm Grove, Elm Grove, W.19. Elm Grove 1722.

1949 year, mileage 11,000, one owner, colour black, brown leather, immaculate car, heater, etc.; accept £1,095.—Simpson, 19, Bennett Rd., High Crumpled, Manchester, 8.

1947 (May) Armstrong Siddeley Hurricane drop head 4-seater coupe, blue, blue leather, loop covers, heater, real, immaculate; written guarantees; exchanges.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012.

1948 (Aug) Armstrong Hurricane, fitted with Tickford front conversion, coupe head, wheel arches, loose covers, heater, etc.; blue, brown leather, 11,000 miles.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [2745]

R. S. CURRIE & CO. offer 1949 (May) Armstrong Siddeley 16hp 4-seater drop head coupe, black, brown leather upholstery, 16,000 miles, Armstrong maintained.—Gt. Portland St., London, W.1. Grosvenor, W.2. Bayswater 0085. [1029]

1948 (October) Armstrong Siddeley Lancaster, 16,000 miles, immaculate condition; £1,075.—Acres Autos, 10 and 12 Ascot Parade, Clapham Park Rd., S.W.12. 2 minutes from Clapham North Underground. Tel. Macmillan 5769 and Mait 2431. [2914]

ARMSTRONG SIDDELEY special sports saloon, every conceivable luxury and accessory, £10 tax, 42,000 miles, new oversize tyres, extremely fast and economical, 14 mpg, decreased statement of wear, sliding chain maindrive, preselector can sell exchange late present, 2½-litre Daimler saloon, Fairlands 6973. [3204]

£735 drophead coupe, 12,000 (just) with green leather upholstery, most carefully used and maintained in showroom condition, purchase tax payable by purchaser, £1,095.—A. A. Will, 19, Gt. Portland St., London, W.1. Tel. Hough 2789.

Armstrong Siddeley Cars Wanted

ROWLAND SMITH'S, the Armstrong buyers—Hampstead High St. (Hampstead Tube). Ham. 6041. [0916]

Car buyers of low mileage Armstrongs; distance no object.—Hatttons, Lord St., Southport. Tel. 2268.

J. R. INWARDS, Ltd., are anxious to buy Armstrong Siddeley Hurricanes.—High St., Ruislip 3033/4/5

MARSTON MOTOR CO., Ltd., for your Armstrong Siddeley.—Tel. St. 8000. Seven Sisters Rd., Tottenham, N.15. [0123]

H. ENLY'S, Ltd., wish to purchase first-class carefully used Armstrong Siddeley cars.—1.5, Peter St., Manchester, Tel. Blackfriars 7843.

PASS & JOYCE, Ltd., London and District distributors, car to purchase carefully used post-war Armstrong Siddeley cars.—194, Gt. Portland St., W.1. Museum 1001. [9281]

Armstrong Siddeley Spares and Service

A RCOT MOTORS, Ltd.—Preselector gear boxes; exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0235]

ARMSTRONG SIDDELEY owners.

A COMPLETE overhauls, service and repairs by our skilled and specialist mechanics; 100% service from our modern, well-equipped workshops mean the most prompt and efficient Armstrong Siddeley service in county; write, phone or call.

A RCOT MOTORS, Ltd., 169, Fulham Rd., S.W.3. Tel. Kew 7301. [0235]

PRESELECTOR gear box service; spare parts supplied; recommended specialists.—H. & A. Engineering, 35, Grant Rd., Addiscombe, Croydon, Surrey. [0779]

A LARGE stock of spares for the above cars always available.—Pass & Joyce, Ltd., London distributors, Works, Hawley Crescent, Camberwell, Tel. 2114.

H. ENLY'S, Ltd., 19, Gt. Portland St., London, W.1. Have large stocks of spares; reconditioning of cars and preselector gear boxes undertaken.—Tel. Deansgate 6216.

CENTRAL GARAGE, Croydon, distributor for Armstrong Siddeley cars; sales, spares and service, complete overhauls, mechanical or coachwork.—Central Garage, Tel. Cro. 7464. [1999]

ASTON MARTIN

BROOKLANDS.

ASTON MARTIN distributors for London.

DETAILS of the new 2.6-litre and demonstration car available.

103, New Bond St., London, W.1. Tel. Mayfair 8351-6. [2992]

A CLAND & TABOR, Ltd., offer:—

1949 Aston Martin 2-door saloon, fitted with 4-cylinder engine, DB2 type chassis, very low mileage, terrific performance and road holding; £1,295.

A PFL, Welwyn 481. [3537]

ASTON MARTIN International 1932 4-seater, perfect condition; £550.—BM/ASXV, London, W.C.1.

Aston Martin Cars Wanted

ASTON MARTIN cars wanted for cash; full details.—P. F. Motors, Ltd., Old Windsor, Windsor 2002/3.

ROWLAND SMITH'S, the Aston Martin buyers—Hampstead High St. (Hampstead Tube). Ham. 6041. [0917]

Aston Martin Spares and Service

FRIARY MOTORS, Ltd.

SOLO suppliers of spares for all Aston Martin cars produced up to 1940, specialised servicing facilities; 2-litre reconditioned engines available.—Straight Rd., Old Windsor. Tel. Windsor 2002/3. [1365]

AUSTIN SEVEN

CCHARLES RICKARDS, Ltd., offer:—

1939 (Feb.) Austin Big 7 4-door saloon, black with brown leather, siding roof, two owners since new, genuine mileage 20,000, exceptional condition; £335.

56 Tayside Rd., W.1. (next door) Lancaster Gate 1937. [2461]

665 London Rd., Thornton Heath 5081. [3517]

1931 Austin 7 saloon, all original cellulose, two new tyres, mechanically 100% taxed; £95.

Thomas Motors, Colindale Rd., Upper Richmond Rd., S.W.15. Tel. Putney 3309-4. [2206]

1939 Austin Big Seven 4-door saloon; £335. W. Stewart, 12, Bursland Rd., Ponders End. Elmsfield. [3220]

£260 —A very sound 1939 Austin 7 cabriolet with recommended engine and guaranteed 3 months: H.B. available.

TANKARD & SMITH, Ltd., 226-231, High Rd., Tottenham, Tel. Sta. 3291.

AUSTIN 7 Nippy, 1937 model, exceptional, all round, taxed; £225; terms, exchanges.—Lynch Garage, 10, Upper St., London, N.1. Tel. 0401.

1939 Austin 7 de luxe, exceptional condition throughout; £260; terms arranged.—Elm Garage, Elm Grove, Wimbledon, S.W.19. Wim. 0472.

1938 Austin 7 de luxe saloon, blue with blue hide upholstery, reined brakes, mechanically very good, original coachwork and cellulose; taxed; £265.

TIMMIES MOTORS, Colindale Rd., Upper Richmond Rd., S.W.15. Tel. Putney 3553-4. [2475]

£140 —Austin 7 1939 model Ruby saloon, engine and gearbox completely overhauled by specialist and not yet run, roof re-covered, bodywork private owner.—Box 7197. [3201]

165 gns.—Austin 7 1935 model Ruby saloon, black, blue leather, good condition, taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). [3574]

Austin Seven Cars Wanted

ROWLAND SMITH'S, the Austin 7 buyers—Hampstead High St. (Hampstead Tube). Ham. 6041.

RAYMOND WAY, the hire-purchase specialists, are still buying Austin 7, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [3132]

AUSTIN EIGHT

J. CORYTON, Ltd.

1946 (October) Austin 8hp 4-door sun saloon, black, immaculate condition throughout.

139 [149], Fulham Rd., S.W.3. Ken. 1410. [2084]

BROWN'S for Austin.

1939 Austin 8hp saloon de luxe, excellent condition; £365.—Brown's Garage, Loughton (Essex). [2419]

S. G. SMITH (MOTORS), Ltd., offer:—

1947 Austin 8, 15,000 miles, immaculate condition; £590.

S. G. SMITH (MOTORS), Ltd., 13-19, East Dulwich Rd., S.E.22. New Cross 4444. [3522]

W ADDINGTON MOTORS, Ltd., offer:—

1947 Austin 8 saloon, taxed, perfect condition; £585.—Fortune Green, Rd., N.W.6. Ham. 2211. [0946]

1946 Austin 8, nice condition; £535.—Steedman Autos, 178, New Barn St., E.13. Alb. 3562. [0746]

L. F. DOVE offer:—1947 Austin 8 saloon, kept like new car; £535.—69, Broadway, Wimbledon, S.W.19. Liberty 3456. [2469]

1947 (October) Austin 8hp sun saloon, black, brown, 10,000 miles, excellent condition.—Dobsons, Ltd., Austin Agents, Staines, Middlesex. [2872]

1947 Austin 8 de luxe saloon, low mileage, finished in black with brown leather, as new; £560.—Paul Street Garage, 20, Paul St., E.C.2. Bishopsgate 6781-3-4. [3238]

1943 Austin 8 saloon, completely reconditioned, finished duo-grey, guaranteed; £435.—Hendon Central Garage, Ltd., 44-46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1423-4. [2864]

Austin Eight Cars Wanted

CAR MART, Ltd.

LONDON Distributors.

1949 Austin A40 Devon saloon, sliding head heater, 6,000 miles; £955.—Car Mart, Ltd. 297, Euston Rd., N.W.1. Euston 1212. [0953]

I REQUIRE post-war Austin 10 urgently.—Kirkstall Rd., S.W.2. Tuise Hill 1288 (day). [0976]

ROWLAND SMITH'S, the Austin 10 buyers—Hampstead 6041.

CASH buyers of low mileage Austin 10s; distance no object.—Hatttons, Lord St., Southport. Tel. 2268. [0785]

AUSTIN 10 urgently required.—Richard Finch, Ltd., 254, High Rd., Tottenham, N.W.8. Gis. 2232 and 0464. [0917]

RAYMOND WAY, the hire-purchase specialists are still buying Austin 10s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0940]

AUSTIN A40

W ADDINGTON MOTORS, Ltd., offer:—

1949 Austin A40 6,000 miles, green/beige, heater, 5th/4th, 4-door, £925.—Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [0967]

ARCANIA MOTORS, Ltd., offer:—

1949 Austin A40 6,000 miles, green/beige, heater, 5th/4th, 4-door, £925.—Fortune Green Rd., N.W.6. Ham. 2211. [0947]

1948 (Oct.) Austin A40 Dorsal, radio and heater, taxed, perfect; £825.—Fortune Green Rd., N.W.6. Ham. 2211. [0947]

1948 (Oct.) Austin A40 4-door, stone colour 6,000 miles, radio, heater; £850; seen London 2205. [0948]

1949 in perfect condition; £885; 3 months guarantee.

CARIS MOTORS, Ltd., Lewisham Bridge, S.E.13. Lee Green 0254. [0956]

1949 Austin A40 Devon 4-door saloon, 4,000 miles only, one owner, as new throughout; trade enquiries welcomed.

TOURISTS (LONDON), Ltd., Great North Rd., Merton Park Station, N.W.12. Tel. 2201-2. [0948]

1949 Austin A40 saloon choice of two; £895 and £950.

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Austin Eighteen Cars Wanted

C
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THE CAR MART, Ltd., London distributors, wish to purchase Austin 18 cars.—297, Euston Rd., N.W.1. [0956] Euston 1212.

ROWLAND SMITH'S, the Austin 18 buyers.—Hampstead 6041.

Austin TWENTY.

A£765.—Austin Twenty. Mayfair, double enclosed. Limousine. July 1938, privately owned by collector of well-known London Motorist. Owner sole owner since new (original log book), driven and maintained by same chauffeur since owner first took delivery; the original cellulose, which shows all the signs of most scrupulous attention, is practically unmarked; face-forward occasions seats; apparently never used; the total mileage is estimated to be moderate; even the front tyres are still limousine; the general mechanical condition leaves nothing whatsoever to be desired; all brand new Dunlop tyres were fitted just prior to purchase; sole reason for sale, delivery of new Austin Sheerline; call, write, or phone.

CAMDEN MOTOR CO., Lake St., London NW.1. Tel. Camden 3001 (5 lines); 16 other Austin limousines and 30 limousines of other makes, together with 300 cars for the private motorist actually in our showrooms, ready to drive away immediately; write for post-free colour brochure.

LIMOUSINES 1936/7. Mayfair, partition, wide forward occasions, excellent throughout, from £835.

LIMOUSINE 1938 24hp Mayfair, partition, forward seats, 45,000 miles, condition guaranteed. Seen.—

ALPE & SAUNDERS, Providence Court, North

Audley St., Mayfair 2941. [3414]

Austin Twenty Cars Wanted

ROWLAND SMITH'S, the Austin 20 buyers.—Hampstead 6041.

7-SEATER Limousines 1937/1939—also 28hp—details 7-seater. Alpe & Saunders, Providence Court, Grosvenor Square, Mayfair 2941.

Austin TWENTY-FOUR

AUSTIN limousine, first registered 1937, for sale owing to reduction of fleet; very good 24hp Mayfair, 1925. Nottingham City Transport, Lower Parliament St., Nottingham 4745.

1936 Austin 24hp Mayfair double enclosed 7-passenger limousine, face-forward seats, blue and beige upholstery, coachwork very clean, mechanically excellent, £885.—Collom's Car Sales, Ltd., 292-308, Lanark Rd., W.9. Tel. Maida Vale 5134, 7833, 3468.

AUSTIN A125 & A135

CAR MART, Ltd.

LONDON Distributors.

1949 Austin 125 Sheerline saloon, 11,000 miles; £1,795.—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212.

BROOKLANDS.

1949 Austin Sheerline, grey, grey leather, fitted throughout, loose covers, small mileage, immaculate

throughout. New Bond St., London, W.1. Tel. Mayfair 103. [2994]

H. A. SAUNDERS, Ltd., offer:—

1949 Austin Sheerline saloon, black, with brown leather upholstery, radio, heater, Jackalls, etc., 5,000 miles; £1,795.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds. north of Tally Ho Corner) Hillside 0024. [3138]

1949 Ernest Sutton, Cleeve Hill 95 (Cheltenham). (Trade enquiries only please). [3107]

GORDON CARS (LONDON), Ltd.—1949 Austin A125 Sheerline saloon, black, 11,000 miles, new condition.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611.

1949 (Sept.) Austin Sheerline saloon, gunmetal, 15,000 miles, new tyres; £1,750.—Cheshire Engineering Co., Buckingham House, 19, Palace St., London, S.W.1. [2995]

1950 (Nov. 1949) Austin Princess, black, with fawn leather, 10,000 miles, heater, radio, chauffeur kept, as new; £2,000.—Bareham, Bury St., Edmunds 533.

1949 Austin Sheerline, 12,000 miles, colour black, spotless condition; £1,695.—Clayton's, 1925. [2833]

AUSTIN Sheerline 1948 silver-grey saloon, 19,000 miles, £1,795.—Austin Engineering Co., 537, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines).

1949 Austin Sheerline saloon, black, one owner, chauffeur kept, immaculate condition; £1,675.—Cheltenham & Gloucester Car Mart, Cheltenham, Tel. 3081. [3196]

AUSTIN Sheerline 1948 silver-grey saloon, 19,000 miles, £1,795.—Swanmore Garage, 1176, Christchurch Rd., Boscombe, Tel. Southbourne 1022. [2839]

1949 (July) Austin Sheerline saloon, gunmetal, grey leather, loose, as new throughout, £1,650.—Wembley Arnold 5221-2. [1773]

1949 Austin Sheerline saloon, black, fawn leather, loose covers, all-wave Ecko radio, heater, spare unused.—Ripco, Ltd., 16, Albemarle St., Mayfair, W.1. Regent 2952-4. [3149]

Austin A125 and A135 Cars Wanted

CAR MART, Ltd. London distributors, wish to purchase Austin Sheerline and Princess cars.—297 Euston Rd., N.W.1. Tel. Mayfair 2941. [0352]

AUSTIN TWENTY-EIGHT. Limousine 28hp Ranelagh, part partition, large forward seats, 23,000 miles, genuine condition, £1,195.

ALPE & SAUNDERS, Providence Court, North

Audley St., Mayfair 2941. [3415]

Austin MISCELLANEOUS

REgional DISTRIBUTORS.

HIRE car and limousine specialists.

WRITE for details and location of cars to

SALES Dept.: 45, South Audley St., London, W.1.

1949 Austin 16 saloon, blue, sliding roof, 8,000 miles; £1,050; also

1946 Austin 10 saloon, good condition; £595.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4465. [3310]

Austin landauette 7-seater with division, in very good condition; £1,195.

FEDERATION OF CRICKET BOARD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Tel. 2234. [19403]

TANKARD & SMITH, Ltd., offer the choice of many Austin 8s, 10s, 12s and higher horse-power limousines from their vast stock of over 200 used cars, all subject to three months' written guarantee.—196, King's Rd., S.W.3. Tel. Flax 4801-3. [0374]

Austin MISCELLANEOUS Cars Wanted

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0926]

G. C. NORMAN & Co.

AUTHORIZED Austin retailers, are buyers of low-mileage Austin cars of any horse-power.—46-52, Cricklewood Bridge Rd., London, S.W.1. Victoria 2211.

AUSTINS wanted.—Smith's, 86, Chalk Farm Rd., Gul. 2767.

RAWLINGS Bros., Ltd., 87a, Cromwell Rd., S.W.1. Tel. War 6161. are buyers, all types post-war Austin.

BRITISH & COLONIAL MOTORS, Ltd., require good Austin cars.—Upper St. Martin's Lane, W.C.2. Tel. 3535.

WEYBRIDGE AUTOMOBILES, Ltd., the Austin tributors, urgently require late type Austin.—Tel. Weybridge 233.

URGENtLY required, all makes of Austin 10 and 12, 1938-40 models.—Corbett & Taylor, 22, Conduit Mews, W.2. Amb. 6049.

JACK OLDING, Ltd., 8-10, North Audley St., W.1. Tel. 18465.

Authorised Austin retailers, require cars in first-class condition, Mayfair 5242. [0812]

APROACH US first before disposing of your Austin car.—John Lamb & Smith, Ltd., 194-198, King's Rd., S.W.1. Tel. Faxman 4801-2-3. [3804]

WE are cash buyers of all Austin post-war models.—The Warren Motor Co., 353-355, Euston Rd., London, N.W.1. Euston 7751. [16882]

1938 1939 Austin 10 or 12 required, must be clean and in working condition, mileage stated.—Wilson's, 16, Trinity Gdns., S.W.9. Brixton 4011. [0313]

Austin Spares and Service

NORMAND, Ltd.

The best service ensures a longer car life.

BRING your car to 405-9, King St., W.6. Riv. 3665. [0232]

THE CAR MART, Ltd..

LONDON distributors, spare parts for all models, cars and trucks.

THE CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.3. (Hendon 6500); and at 16, Uxbridge Rd., Ealing, W.5. (Ealing 6717). [0162]

C. G. NORMAN & Co.

AUTHORIZED Austin retailers.

SPARE parts and components in stock.—46-52, Cricklewood Bridge Rd., London, S.W.1. Victoria 2211.

It's Austin spares, try Sands, the Austin People, Burnham, Bucks 84. [0305]

FOR Austin mudguards, running boards, 1931-39.—Fairley 5 and 6, Frederick Place, Brighton. Brighton 2147. [0382]

BARKERS MOTORS (LONDON), Ltd., Tel. Balham 6666 for Austin spares, sales and service.—209 Balham High Rd., S.W.17. [03054]

AUSTIN 7 spares, any year, any part, largest stockists in U.K.; exchange units.—Try Northwood's first 45-47, Newington Causeway, S.E.1. Hop 2832-2820.

BROCKHURST GARAGE.—Harrow agents for Austin; sales service, spares, reconditioned units.—Uxbridge Rd., Harrow Weald, Middlesex. Tel. Grimstide 561. [0203]

AUSTIN 8 engines, gear boxes, axles, accessories, springs, wheel radiators, in good condition, immediate delivery.—Woodfield & Turner, Motor Distributors, Udley, Tel. 5065. [0683]

AUSTIN 7 owners.—Take advantage of our comprehensive stock of spare parts and replacement units; price list on application.—Fairley's, Austin Seven specialists, John St., Sheffield, 2. Tel. 22876. [0265]

AUSTIN spares.—Largest stockists in South London for Austin car and commercial vehicle parts; new and replacement units from stock; free delivery many miles.—Woolwich Motor Works, Ltd., 29, High St., S.W.19. Wim. 0122. [0414]

PRYNN & STEVENS, Ltd., the South London Austin depot, full range of parts and units in stock; change engines, gear boxes, pumps, clutches, carburetors, brake shoes and electrical units from stock; repairs and service to Austin exclusively.—57, Acre Lane, S.W.2. Brixton 1155. [0184]

BENTLEY (3½ & 4½-litre)

PT. LTD.

1935 3½-litre Bentley sports saloon by James Young.

1935 3½-litre Bentley Park Ward sports saloon.

PADDON BROS., Ltd., 60, Cheval Place, London, S.W.7. Kensington 9477. [3554]

CAR MART, Ltd.

1937 Bentley 4½-litre Park Ward saloon, 6 months' guarantee; £1,895.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [3455]

FOX.

OFFICIALLY appointed Rolls-Royce and Bentley retailers; special retailers of H. J. Mulliner coachwork, offer a 1948 Hooper drop head coupe on Bentley Mark VI chassis, painted black with beige leather, fitted travelling trunks; immaculate condition.

H. A. FOX & Co., Ltd., 3/5, Burlington Gardens, Old Bond St., W.1. Tel. Regent 7637.

FOX.

GUY SALMON AUTOMOBILES, Ltd., offer:—

1949 Bentley Mark VI saloon, one owner, 16,000 miles; £4,500.

1937 Bentley 4½-litre open sedan coupé, recent £400

overhaul by maker, most attractive condition; £1,850.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. [3276]

H.
R.

H. R. OWEN, Ltd.

17, Berkeley St.,

GREAT BRITAIN'S Leading Specialists in Rolls-Royce and Bentley cars.

PROUD members of the Swain Group.

ANATIONAL Motoring Organisation.

1938 4½-litre Bentley fourseats D.H.C. by H. J. Mulliner, colour silver-grey with blue hide upholstery, fitted with wing valances. Ref. H.553.

1938 half of hood is fixed, by Gurney Nutting, colour grey with black hide and grey upholstery; fitted with side-mounted spare with cover, loose covers F. and R. Ref. H.5208.

1947 Bentley Mark VI Standard Steel saloon (SR) by Bentley Motors; colour black with brown hide upholstered; this car has power-operated hood, bumpers and over-riders F. and R. Ref. H.5208.

1950 colour opaque grey-blue with blue hide upholstery; this car has power-operated hood, bumpers with over-riders F. and R., and wing fairings. Ref. H.5667.

ALL cars carry our unique 6 months' guarantee; please phone or write for details to:—

H. R. OWEN, Ltd.

17, Berkeley St.,

LONDON, W.1.

Mayfair 9060.

IPPON.

RIPON.

RIPON BROS., Ltd.,

NORTHERN Bentley specialists.

1949 (June) Mark VI shooting brake, 4,000 miles only, as new.

1948 (June) Mark VI 4-door sports saloon by H. J. Mulliner.

1937 4½-litre 4-door sports saloon by Thrupp & Maberly, black with blue leather upholstery.

1935 3½-litre 4-door sports saloon by Park Ward.

FOR further particulars contact the largest Bentley dealers in the U.K.

IPPON BROS., Ltd., Huddersfield 6540 (5 lines).

RAlso at Bradford, Leeds and Sheffield.

JACK OLDING, of Mayfair.

OFFICIAL Rolls-Royce and Bentley retailers, OFFER:—

1949 (Oct.) Mark VI standard saloon, pearl grey, with blue leather, 30,000 miles.

1949 (Aug.) Mark VI standard saloon, mistletoe green, with beige leather, 26,000 miles.

1948 Mark VI 2-door saloon by Young, blue, with beige leather, 25,000 miles.

1948 Mark VI H. J. Mulliner special sports saloon, black with beige leather, 25,000 miles.

1937 (May) 4½-litre 4-door drop head coupe by Park Ward, black, with beige leather, 25,000 miles.

1936 (Aug.) 4½-litre Vanden Plas pillarless saloon, black with grey leather.

1936 (Oct.) 4½-litre saloon by Mann Egerton, metallic blue with blue leather, 62,000 miles.

1936 (Oct.) 4½-litre saloon by Park Ward, black, with maroon leather.

DELIVERY of new and used cars quoted on application.

1UDLEY HOUSE.

NORTH Audley St., W.1. Mayfair 5242. [3054]

HAROLD RADFORD & Co., Ltd.

INVITE you to call and inspect their unique selection of Bentley cars.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines).

ACLAND & TABOR, Ltd., offer:—

1938 4½-litre Bentley Park Ward saloon, recent engine overhaul by makers, whole car in new condition, finished royal blue with blue leather: £1,850.

PPLYWELL 481. [3543]

LARGE stock of 3½-4½ Bentley cars for disposal.

H. R. OWEN, Ltd., 17, Berkeley St., W.1. Mayfair 9060 (10 lines). [3096]

CHARLES FOLLETT, Ltd., Accredited Bentley and Rolls-Royce Retailers and Repairers, offer:—

1949 Bentley Mk VI drop head coupe by Park Ward, black, new beige head, brown leather, one owner, 34,450 miles, passed by makers, superb throughout: £24,450.

1947 Bentley Mk VI standard steel saloon, black, dark blue leather, one owner, 42,000 miles, completely serviced, chauffeur maintained, exceptional condition: £3,550.

18, Berkeley St., W.1. May. 6266.

SERVICE Works & Stores, 12, Wellesley Ave., W.6. Riv. 1413. [2978]

1938 (Aug.) Bentley 4½ Windover sports saloon; £1,875.—Godrich, Ewiss, Botley, Hanworth 70. [2711]

1936 Bentley 4½-litre saloon by Vanden Plas, very sound condition and very smart appearance: £1,445. Below.

1935 Bentley 3½-litre Thrupp & Maberly sports saloon, black, at Bentleys last year, right control, unusually nice car; £1,375.—J. F. Crayre, Weston 6015. [3564]

1934 Rolls Bentley 3½-litre d.h. coupe, Thrupp & Maberly, one owner.—Nairn, Baldridge, Leathes, Pte. Tel. Leathes 274. [2706]

EDWARDS & Co. (BOURNEMOUTH), Ltd., Bournemouth 2, officially appointed Bentley retailers and repairers; reliable used cars in stock. [4970]

BENTLEY saloon, 1938, 4½-litre, magnificent car: exchanges and terms.—Swanmore Garage, 1176, Christchurch Rd., Boscombe. Tel. Southbourne 1022.

J
B
ACK BARCLAY, LIMITED.

LARGEST Official Retailers of Rolls-Royce and Bentley. Stock list of used models on request to

12-13, St. James's St., Hanover Sq., London, W.1. Tel. Mayfair 7444. [10667]

1936 Rolls-Bentley by Hooper four-seater d.h. coupe. 1 owner, new condition, any trial.—Frank Dale 68, Princes Gate Mews, Exhibition Rd., S.W.7. Kent 6880.

1936 (Aug.) 4½-litre Vanden Plas saloon. £2250 spent with makers (bill shown) since which mileage 2,000-3,000.—Lawton Goodman, 36, North Audley St., W.1. [1288]

1936 4½ pillarless owner driver saloon by Vanden Plas, one owner, in excellent condition, almost faultless. R. C. Mortlake, 233, Kemal Rd., London, W.10. Ladbrooke 3155. [19006]

1935 Bentley 3½ & 4½-litre saloon, high performance, superlative condition, must be seen: ex-change for head of another car.—Taylor, 37, Elvaston Place, S.W.1. Weston 0488. [19725]

1936 (November) 4½-litre Bentley 4-door. Thrupp & Maberly sunshine saloon, radio, exceptional condition, perfect history.—Lionel H. Pugh, 15, 14, Brooks Mews, W.1. Mayfair 4435. [19736]

1939 Bentley 4½-litre overdrive. Park Ward body. 9000 miles, excellent condition: £2,350.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Kinsale 5228 (5 lines). [2831]

HOOPER & CO. (COACHBUILDERS), Ltd., 54, St. James's St., S.W.1. Offer advice on the purchase of new or second-hand cars. Will be pleased to show customers round their factory at Western Ave., Acton, W.3. Official Rolls-Royce and Bentley retailers.

1937 Mann Egerton, overhauled throughout, repainted and reconditioned 1949, detailed invoice for £1,070 available for inspection. Judging from new reasonable offers invited—Bruce France, 8a, Cromwell Mews, South Kensington, Fla. 0513. [2955]

1937 (May) Bentley 4½-litre special 4-door Phaeton 4-light drop head saloon by Thrupp & Maberly, direct from well-known prince of motor manufacturers, who bring the need to match red leather upholstery, wheel discs, one of the most exclusive Bentleys on the road. Photograph on request: trade enquiries welcomed.

MOTORISTS (LONDON), Ltd., 21, North Rd., E. Middlesex, Ealing, S.W.2. Tudor 2301-2. [11485]

PRIVATE owner offers 1937 4½-litre Rolls-Bentley

Fitted with a most elegant 2-4-seater drop head coupe body by Hoopers, 25-gallon tank with twin filter cap and large enclosed luggage boot; a complete mechanical overhaul throughout; in all respects has run only 12,000 miles; it has just come from the coachbuilders where £485 has been spent on complete body modernisation including repainting, re-upholstering, new hood and rechroming of all parts; 6 brand new tyres and tubes fitted; colour dark grey, black hood and blue leather interior; this is a superlative example of high class of precision hand-built motor car and is for sale due to owner's unexpected change of plans; price £2,250 or near offer; available for inspection and trial in London.—Box 7195, or tel. Welbeck 0697. [2988]

BENTLEY (other than 3½ & 4½-litre)

6½-litre 1926 Bentley green 2-seater, good condition; any reasonable offer considered.—Box 7142.

BENTLEY saloon, July 1935, moderate mileage; reasonable offer.—Box 7183. [12966]

UUSED 8-litre Bentley short chassis, special tanks and fittings.—Jack Olding & Co., Ltd., North Audley St., W.1. Mayfair 5242. [13055]

1931 8-litre long chassis H. J. Mulliner 4-door. £1,000. [13055]

MASCOT MOTORS, Ltd., 237, Kensal Rd., Ladbrooke Grove, W.10. Ladbrooke 1251/2. [2894]

BENTLEY 4½ sportsman's coupe 1929, perfect order throughout, a genuine bargain: £385.—Wortley, Half Year, West Runton, Norfolk. Tel. West Runton 40. [2707]

COUPE 1935 Park Ward Drophead Foursome, leather upholstery, large front, excepting some paint work, O.K. mechanically. £1285.—Southgate & Saunders, Providence Court, North Audley Street, Mayfair 2941.

BENTLEY 4½ chassis, Red Label engine, 600 miles, hood, screens, tonneau aero screens, bonnet straps, tyres, battery, good condition; taxed: £350 or offer; seen Scotland.—Box 7164. [2709]

1925 3-litre Red Label short chassis speed model 4-seater open top, original condition, body painted black, chrome radiator, sound, good tyres and brakes: £300.—Apply Hornblower, Southampton Airport, Hants. 87228. [3193]

4½-litre Bentley short chassis 2-seater, engine and chassis completely rebuilt and unused since, D box, 3.3 axle, brand new Dunlop wheels and tyres. £10 tax: price £475.—Evergreen Service Station, Stanway, Essex. Tel. Colchester 2600. [3201]

BENTLEY 1936 4½-litre 2-seater, original condition, capable of original maximum on road, cylinder block recently removed for decking, bore wear found to be half of 1/10,000th inch oil consumption nil; new stainless steel drain tubes and side plates fitted, plate clutch, original exhaust system giving authentic bellow, to the best of our knowledge this has only had one owner and is the finest and most perfect original example we have ever seen; 6 brand new tyres and tubes just fitted, 3 525/21 fronts and 3 600/21 rears, including spares; the whole offered at £465.—Talbot Garage, Ltd., 12, Station Rd., Henley-on-Thames.

Bentley Cars Wanted

SOUR demand is urgent.

OWNERS who have Bentley cars for disposal are invited to communicate with the Swan Group of Companies, London offices, H. R. Owen, Ltd., 17, Berkeley St., W.1. Tel. Mayfair 9060. Head Office, Hoffmanns Garage, Ltd., Huddersfield Rd., Halifax, Yorks. Tel. Halifax 5944. [0515]

CAR MART, Ltd., wish to purchase Bentley cars—320, Euston Rd., N.W.1. Euston 1212. [0988]

URGENTLY required, good 3½-litre or 4½-litre pre-war Bentley—Hatfield 154. Gt. Titchfield St., W.1. Langham 0012. [3326]

A BENTLEY

CAR specialist for over 20 years wishes to purchase pre- or post-war Bentleys in good condition: urgently wanted. 1946-7-8 Mark VI standard saloons. J. MARSHALL.

WANTED Bentley 3½ and 4½-litres, all types of coachwork, any condition; immediate cash settlement.

J. MARSHALL, 369, St. Albans Rd., Watford. Tel. Gibson 2389. [1987]

1939 Bentleys, semi full parlour.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage 2774. [1987]

ROYAL SMITH'S, the Bentley buyers—High street High St. (Hampstead Tube), Ham 6041.

MANN EGERTON & CO., Ltd. (Founded 1899), wish to purchase Bentley Mk. VI models immediately.

14, Berkeley St., London, W.1. Regent 2017. [1939]

1947 8½ Bentley, saloon preferred, must be first-class condition.—Auty, 2, Greenleas Rd., Wallasey, Cheshire. [1908]

WE are open to purchase any type pre-war Bentley cars complete or otherwise—comptons 99, Weston St., Cheltenham, Glos. 19. Lit. 3360. [1681]

IPPON, LTD., the Northern Bentley specialists, special retailers and repairers, wish to buy small mileage Mark VI Bentleys.—Huddersfield 5340 (5 lines). [19097]

JACK KOLDING, Ltd., 8-10, North Audley St., W.1. Official Bentley and Rolls-Royce retailers are interested in the purchase of Bentley cars in first-class condition.—Mayfair 5242. [0813]

CHALES FOLLIET, Ltd.—Official appointed re-tailers and repairers, buy, good late cars.—Berkshire St., London, W.1. May 6266. Service, works & stores, 12, Wellesley Ave., W.6. Riv. 1413. [13635]

WANTED Bentley Mark VI 1947/48, for private gentleman, state condition, mileage, and full particulars (no dealers), to—H. Haines, Oxford Road Garage, Witney, Oxon. Tel. Witney 42. [10301]

Bentley Spares and Service

JACK BARCLAY, Ltd.,

LARGEST official retailers and repairers of Bentley cars, servicing or complete overhauls, mechanical or coachwork. Large stocks of spares for all types.

WORKS—Ladbroke Rd., Ladbroke Rd., London, W.8. 19. Liberty 7226 (6 lines). [10624]

W. M. COUPER, Ltd., Catherine St., St. Albans 4343

SPARES and service.—The only officially appointed British special retailers and repairers in the county of Northamptonshire.—[0624]

CHALES FOLLIET, Ltd.—Official appointed re-tailers and repairers.

SHOWROOMS.—18, Berkeley St., W.1. May 6266.

SPARE parts

SERVICE.—12, Wellesley Ave., W.6. Riv. 1415. [18367]

CENTRAL GARAGE, Croydon, specialists for all Bentley and Rolls-Royce models, servicing, complete overhauls, mechanical or coachwork.—Central Garage, Tel. Cro. 7464. [10355]

B.M.W. Cars Wanted

D.C.S.

THE B.M.W. buyers.

DICKS CAR SALES, 385-401, High Rd., Kilburn, N.W.6. Maida Vale 6888-9. [15725]

BRISTOL

UM Ltd.

UNIVERSITY MOTORS, Ltd., Joint Distributors London, Home and Eastern Counties; also Berks, Beds and Bucks.

UNIVERSITY MOTORS, Ltd., Stratford House, 80, New Bond St., London, W.1. Tel. Mayfair 4141. [01686]

BROOKLANDS.

Bristol type 402 drop head coupe, immaculate condition throughout.

1949 Bristol type 400 saloon, metallic blue, beige leather, fitted Solex carburettors, exceptional condition. New Bond St., London, W.1. Tel. Mayfair 103. [2995]

F.N. Ltd., offer:—

1949 Type 401 chassis fitted genuine Supers-Leggera 2-door sports saloon, special close ratio gear box, Lucas head lamps, colour jewel-red, beige hide, 6,000 miles.

1949 Bristol 400 saloon, mileage 22,000, one new, type luggage boot.

FALCON WORKS, London Rd., Isleworth. Tel. Hounslow 0011. [19200]

KEVILL, DAVIES & MARCH, Ltd.

OFFICIAL Bristol retailers.

41—Hay's Mews, Berkeley Sq., W.1. Tel. 2563. [0296]

A CLAND & Tabor, Ltd., offer:—

1948 Bristol Type 400 saloon, 1950 modification, including long-range head lamps, square wheel mounts, externally, a finished engineering, heater, radio and heater, like a new car: £1,895.

APPLY Welwyn 481. [15542]

CHARLES CRUICKSHANK MOTORS, The Centre, Bristol. Tel. 2520.—Distributors in the West for Bristol cars. Details and catalogues on request. [10490]

1948 (August), Bristol, red with cream leather, 9,000 miles: £1,885.—Bills Sports Garage, 144, London Rd., Kingston-on-Thames, Kingston 1185. [19230]

ATHENYNG GROUP, Bristol, all models including 1948 4½-seater on view, also Bristol type 400 saloon; used models available; the advantages of dealing with leading distributors will be obvious.—Town End Cater Hill, Surrey. Tel. 2232-3. [19230]

APPLY Welwyn 481. [15542]

BRISTOL Cars Wanted

MODEL 400 or 401 Bristol.—Dr. Taylor, 28, Southcroft Rd., Wallasey, Cheshire. [13006]

J. H. SARTLETT, The Bristol Buyers, 27a, Pembroke Rd., W.11. Tel. Battersea 0524. [13245]

1948-9 Bristol, urgent.—Auty, 2, Greenleas Rd., W.6. [13007]

A F.N. Ltd., will purchase or accept, in exchange

A Bristol cars.—Falcon Works, London Rd., Isleworth, Middlesex. [14800]

BENTLEY Motors offer:—

ELITE MOTORS offer:—

B.S.A. 10hp Scout 2-seater, engine recently

1935 reconditioned completely, good hood, sidescreens and tyres a really lively little sports car: £199.

ELLITE MOTORS, 951-961, Garratt Lane, Tooting Broadway, Tel. Belmont 2473 (4 lines). [12885]

1935 decent condition for further particulars apply to—Gavin Fairfax, Virginia Water, Surrey.

375 gns.—B.S.A. Scout 1939 10hp Series 6 2-seater, black, red leather, good tyres, very careful Smith 1000. [19216]

325 gns.—B.S.A. Scout 1938 10hp Series 5 sports 4-seater, black, red leather, new hood, recent engine overhaul, carefully used, excellent condition; terms: exchanges.—Rowland Smith, Hampstead (Hampstead Tube). [19216]

£315—Bargain, 1940 B.S.A. 2-seater sports ex-cellent condition, fast, first deposit secured.—Groves Garage & Motors, 322, Fore St., Edmonson, N.W.9. Tot. 4162. [2044]

£175—1935 B.S.A. Scout 1938 10hp Series 5 sports 4-seater, black, red leather, new hood, recent engine overhaul, carefully used, excellent running, attractive appearance.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [1581]

1938 B.S.A. 12hp family de luxe saloon, one model.—Bargain, 1940 B.S.A. 2-seater sports 4-seater, red paintwork with maroon leather upholstery, good hood and sidescreens: £219 cash or £60 deposit.—Carter Bros., Ltd., Dudden Hill Lane, Neasden, London, N.W.10. Tot. 4166. [1581]

£285—B.S.A. 12hp family de luxe saloon, one model since new, genuine mileage 45,000, maintained, perfect condition, open to any examination, engine just completed, overhauled, fitted lights, etc.—Kell Motors, Gordon Works, Gordon Ave., Stanmore. Tel. Grimsdyke 992. [13233]

B.S.A. Cars Wanted

ROWLAND SMITH'S, the B.S.A. buyers—Hampstead High St. (Hampstead Tube). Ham 6041.

RAYMOND WAY, the hire-purchase specialists, are still buying B.S.A.s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maids 6044 (10 lines). [13135]

B.S.A. Spares and Service

J LEMON BURTON, B.S.A. service 55, Netherwood St., N.W.6. Maids 6044. [10071]

BUICK

Roy Galway, Ltd., offer:—

1949 Buick super 4-door saloon, green with American green nylon seat covers, radio, heater, one owner, 8,000 miles guaranteed.

1949 Buick super foursome coupe, all power-operated, one owner, low mileage.

ROY GALWAY, Ltd., 21, Faraday St., Berkeley Square, London, W.1. Tel. Grosvenor 4742. [12966]

JOE THOMPSON (MOTORS), Ltd., offers:—

1948 Buick 51 super 1½ saloon, R.H.D., colour black, fitted radio, low mileage.

1948 Buick 51 super 1½ saloon, right-hand drive, colour green, fitted radio, very low mileage.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., London, W.6. [12955]

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [1329]

1937 Buick Victoria saloon, radio, excellent.—Bell 2450. [12955]

1937 Buick Pullman limousine, exceptionally fine appearance, privately owned only.

GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 3266. [12943]

1938 Buick 3-cylinder 3½hp special saloon, genuine 51,000 miles: £900. [19200]

IMMOUSINES, Roomy 8-seaters, not ex-hire, from £1,250.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [12720]

1949 Buick super 51½ drop head foursome coupe, all power-operated, l.h. drive, low mileage. [12949]

Buick super 5½ drop head saloon, 7,000 miles, l.h. drive, magnificent.—J. P. Crawley, Western 6015.

1948 Buick electrically convertible, l.h.-drive, 15,000 miles only: £2,550.—Clayton's Cars (London), Ltd., 55 (3 lines), Euston Rd., London, N.W.1. [12909]

1938 Carlton drop head coupe, 35,000 miles only, one owner since new, new hood, perfect order throughout: £595.—R. S. Mead, 42, Queen St., Maidenhead. Tel. Maidenhead 2642. [13266]

1936 Buick 7-seater limousine, face-forward seats, fitted, ideal car for hire: £2,750.—Glenhill Close, Finchley, N.3. Tel. Finchley 4464. [13030]

1947 (November) Buick 51, right-hand drive, 15,000 miles only: £2,550.—Clayton's Cars (London), Ltd., 55 (3 lines), Euston Rd., London, N.W.1. [12909]

1938 Carlton drop head coupe, 35,000 miles only, one owner since new, new hood, perfect order throughout: £595.—R. S. Mead, 42, Queen St., Maidenhead. Tel. Maidenhead 2642. [13266]

1936 Buick 7-seater limousine, face-forward seats, fitted, ideal car for hire: £2,750.—Glenhill Close, Finchley, N.3. Tel. Finchley 4464. [13030]

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1936 Carlton drop head coupe, 35,000 miles only, one owner since new, new hood, perfect

1937 model Buick 8-seater, forward occasions, partitioned; £650 or near offer.—Cottrell, Works Garage, Tiverton, Devon. Tel. Tiverton 2038.

BUICK, post-war d-h., regd. 1950, power operated hood, glass windows, front and rear condenser, all chrome parts £2,450, or accept Mark VI Bentley, cash adjustment no covenant.—Meadway 1777.

LIMOUSINE 1938 Pullman, partitioned, widest forward occasions, black, superb order, £935. Also **L**IMOUSINE 1937 Pullman, partitioned, forward occasions, £725. Alpe & Saunders, Providence Court, North Audley Street, Mayfair 2941.

Buick Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Buick. Wembley 3903. [17994]

COWLEY MOTORS, the Buick buyers.—Cowley Motors, 473, Cranbrook Rd., Ilford, Essex. Tel. Valentine 1066. [2901]

7-SEATER privately owned modern Limousines required, cash waiting. Alpe & Saunders, Providence Court, Grosvenor Square, Mayfair 2941. [17220]

SOLE concessionaires Lendrum & Hartman, Ltd., will purchase all Buick models. Showrooms at 1002, House, Alcester St., London, W.1. Regent 7121. [10304]

Buick Spares and Service

BUICK sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10 Tel. Elstree 10141.

CADILLAC

LIMOUSINE 1939 deluxe Pullman, partitioned, widest forward occasions, interior heating, magnificent. Alpe & Saunders, Providence Court, North Audley St., Mayfair 2941.

Cadillac Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Cadillac. Wembley 3903. [17996]

SOLE concessionaires Lendrum & Hartman, Ltd., will purchase used Cadillac models. Showrooms at 1002, Albemarle St., London, W.1. Regent 7121. [10004]

Cadillac Cars and Service

CADILLAC sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10 Tel. Elstree 10012.

CHEVROLET

OVERSEAS CARS, Ltd.

1947 Chevrolet Fleetmaster saloon, left-hand drive, maroon; £950. VERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [19252]

SIMPSON'S MOTORS, offer:—
1949 first registered Chevrolet, maroon, convertible, electrically operated hood, radio, heater, seat covers, beautiful condition, genuine post-war car.

1949 Chevrolet, genuine 4-door saloon, heater, immaculate, low miles, £1,000. first registered Chevrolet 2-door Aerosedan, exceptional post-war car, fully streamlined, immaculate, coachwork and interior.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), Wembley 3903. [2051]

JOH THOMPSON (MOTORS), Ltd., offer:—
1948 Chevrolet convertible coupe, L.H.D., colour maroon, electrically operated hood, fitted heater.

JOH THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelin), Kent 4858.

1948 Chevrolet Fleetmaster 4-door saloon, l.h.d., 9,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tel. 3588. [13348]

1950 (Apr.) Chevrolet latest type 6-seat sedan, all American extras, amazing perfume.—A.Z. Morris, Palmerston Rd., N.W.6. Mai. 4723.

Chevrolet Cars Wanted

D.C.S. THE Chevrolet buyers

DICKS CAR SALES, 385-401, High Rd., Kilburn, N.W.6. Maida Vale 6888-9. [8797]

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Chevrolet. Wembley 3903. [17997]

COWLEY MOTORS, the Chevrolet buyers.—Cowley Motors, 473, Cranbrook Rd., Ilford, Essex. Tel. Valentine 1066. [2902]

DISTRIBUTORS for London and the Home Counties require good Chevrolet cars.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tel. 3588.

CHEVROLET Spares and Service for private vehicles C only, distributors for London and Home Counties.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tel. 3588. [3360]

CHRYSLER

CASS'S MOTOR SALES—1938 Chrysler 24hp saloon, leather, excellent, written guarantee.—S. Warren, St. W.1. Euston 4110. [1669]

1947 Chrysler New Yorker (the most elegant model), 15,000 miles, r.h. drive, absolutely spotless.—J. F. Crayton, Western 6015. [13505]

£625—Chrysler Dodge Custom 8 de luxe 4-door (first delivered July 1949) laid up most of war, privately owned and meticulously maintained, finger-tip gear control, literally looks worth £1,000; 5 months guarantee, hire purchase exchanges.

AND **WOOD GREEN** GREEN Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [3513]

1950 (registered) Chrysler Plymouth 4-door de luxe saloon, 26th right-hand drive, steering column gear change, mouth organ front, real eyeful of chromium plating, off colour interior, £10 tax; 22,250 miles, exchangeable.—Tel. Athurian 2000. Turner, 97/ Clarence Rd., London, E.5. [19246]

Chrysler Cars Wanted

D.C.S. THE Chrysler buyers.

DICKS CAR SALES, 385-401, High Rd., Kilburn, N.W.6. Maida Vale 6888-9. [18796]

UTO SALES (LONDON), Ltd.

CHRYSLER agents will purchase all types of Chrysler vehicles.—39-63 Beside Rd., Swiss Cottage, N.W.6. Mai. 5555.

GASH immediately for good Chrysler.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [3527]

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all Chrysler. Wembley 3903. [17989]

OWLAND SMITH'S, the Chrysler buyers.—Hempstead High St., (Hampstead Tube), Hamb. 6041.

FIRST-CLASS Chrysler cars urgently wanted.—Brown & White (Leeds), Ltd., Roundhay Rd., Leeds, 7. Tel. 4350. [10567]

COWLEY MOTORS, the Chrysler buyers.—Cowley Motors, 473, Cranbrook Rd., Ilford, Essex. Tel. Valentine 1066. [2903]

SIETERS 1937/38/39 Royal-Wimbledon-Dodge, privately owned Limousines required. Alpine, Providence Court, Grosvenor Square, Mayfair 2941. [1221]

Chrysler Spares and Service

Chrysler spares parts and engines for all models from stock.—Carro. St. John's Wood Roundabout, N.W.8. Tel. 0141. [0016]

CHRYSLER Specialists, repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2234.

CITROEN

ACE SERVICE STATION (LONDON), Ltd.,

1949 Citroen 6-cylinder saloon, black, red leather, immaculate.

ORIOR Circular Rd., Stonebridge Park, N.W.10. Tel. 00018. [29245]

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1949 Citroen saloon, red and red leather, 4,000 miles. Tel. 0173. [1531]

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Guildford 62907 8-9. [1531]

JOHN S. TRUSCOTT, Ltd., for post-war Citroens.

ONLY first-class examples are offered.

PRESENT stock includes:—

1949 15hp saloon, maroon, red leather, 2,024 miles only.

1947 15hp saloon, French model, r.h. drive, gunmetal, 29,000 miles.

1946 15hp sun saloon, black, grey leather, 36,000 miles.

UR stock is constantly changing. All cars have been very carefully selected and thoroughly serviced throughout.

All reasonable trial and examination is welcomed; full details on request; exchanges, deferred terms.

JOHN S. TRUSCOTT, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [3118]

H. W. MOTORS, Ltd., the Citroen specialists offer:

1950 (reg. 1949) Light 15 saloon, black/brown leather, 6,500 miles; £1,275.

1949 Light 15 saloon, black/beige leather, 11,000 miles; £1,225.

1949 Light 15 saloon, maroon/red leather, 19,000 miles; £1,100.

1948 Light 15 saloon, metallic/grey/red leather, 25,000 miles; £955.

1946 15 saloon, black/red leather, 21,000 miles; £750.

H. W. MOTORS, Ltd., Walton-on-Thames 783 and H. 1437.

1948 light Citroen 15 de luxe, low mileage, seat covers, new tyres; £975.

N. H. PRICE, Ltd., 219-221, Balham High Rd., S.W.17. Tel. 4401. [2376]

1948 Citroen 15 saloon, black with brown interior, 18,000 miles; £925.

KENTISH & THOMSON, Ltd., 564-566, Wickham Rd., Shirley, Croydon, 3477-8. [15390]

WORKING, 1949 Citroen 15 de luxe saloon, black/grey leather, new tyres, car in very good order throughout.

BRIAN FINGLASS, Bugatti sales & service, 2, Pembroke Works, W.L. Baywater 3951. After 6 Tufts Hill 4252. [15499]

1949 6-cyl Citroen de luxe saloon, fitted Radio mobile, fog lamps, etc., immaculate condition; guaranteed; £1,550.

1949 Light 15hp Citroen saloon, 12,000 miles; £1,075. Dismantled grey with red upholstery; £1,075.

1948 Light 15hp Citroen saloon, L.H.D.; £850.

C. G. NORMAN & CO. sole Citroen distributors for the County of London. To buy or sell a Citroen, anywhere in the U.K. Tel. 01938. [1221]

CITROEN Light Fifteen saloon, black, £10 tax, re-registered 1947, 39,000 mileage; £295 nearest.

MUSEUM 6971, Mustoe, 7, Goodge Place, W.1. [13191]

1948 model Citroen 15hp saloon, silver with black leather, heater, radio, windscreen defroster, 13,000 miles; £875. Woking Motors (Maybury Hill), Ltd., Woking 1928. [2268]

1947 Citroen 15hp, recalculated, black and thoroughly overhauled, immaculate condition and mechanically perfect; £725. Townsend, Mount Pleasant, Haigh, Barley, 15, Skelmersdale 2245.

1949 black, red leather, fitted water thermometer, oil gauge, fog lamp, one owner, always carefully maintained; price £1,050.—Dial House, Sunninghill, Berks. Tel. Ascot 164. [19797]

Citroen Cars Wanted

D.C.S. THE Citroen buyers

DICKS CAR SALES, 385-401, High Rd., Kilburn, N.W.6. Maida Vale 6888-9. [18795]

C. G. NORMAN & CO. sole distributors for the County of London.

UTTERS of low-mileage Citroen cars, 46-52 Vauxhall Bridge Rd., London, S.W.1. Victoria 2211.

BALLIARD 15, Full Pickford saloon, as brand new; £715.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [1646]

13000 miles, 1949 15hp de luxe saloon, Ernest Stanton, Cleve Hill 95 (Cheltenham). (Trade enquiries only please).

SPINK (BOURNEMOUTH), Ltd., engaged exclusively in the distribution of Daimler and Lanchester cars, consult us when buying or selling; all spare and every service.

DAIMLER House, Bournemouth. Tel. 5405.

DAIMLER 2½-litre saloon, black; £750.—Jack

DAYTON 2½-litre saloon with brown leather, radio, heater, 2,000 miles, B.M.T.A. permission; £3,500.

Daimler 32hp Straight 8 limousine by Barker, with cloth to rear, low mileage, excellent condition (£10 tax); £1,750.

STRATTON'S, Ltd., 40, Berkeley St., W.1. (Mayfair 4485). Tel. 7 Herbrand St., Russell Sq., W.C.1. [12616]

13000 miles, 1949 15hp de luxe saloon, Ernest Stanton, Cleve Hill 95 (Cheltenham). (Trade enquiries only please).

SPINK (BOURNEMOUTH), Ltd., engaged exclusively in the distribution of Daimler and Lanchester cars, consult us when buying or selling; all spare and every service.

DAIMLER House, Bournemouth. Tel. 5405.

Daimler 2½-litre saloon, black, low mileage, supremely beautiful car; exchanges and terms.

SWAINSTON'S, Ltd., 39, Chelmsford 176. Chelmsford 1022. [2836]

1938 (model) Daimler saloon 16.2hp, 24 mpg, two-tone, grey, blue upholstery, in amazing condition; £895; any trial.—Kingston Garage, Springfield, Anlaby, near Hull. Tel. 4888. [1743]

FOR 1948, 2½-litre Daimler, 1937, in splendid condition, had it thoroughly overhauled and new battery installed, mileage 25,000, chauffeur-driven.—Day, Devon House, 136, The Elmira Rd., Hereford. [1957]

£1475—immaculately maintained, beautiful bodywork and interior, 11,000 miles, and no vehicle as new; 3 months guarantee, hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [2319]

DAIMLER (1st May, 1950). £10 tax only, light Straight 8, 15hp, red leather, 1949, £850; 1950, £1,000; 1951, £1,100.

POST-WAR Citroen required, cash payment.—Morley 54, Streatham Hill, S.W.2. Tulis Hill 4488. [0851]

H. W. MOTORS Ltd., always require first-class well-kept examples.—Tea, 1, High St., Hounslow. Tel. 3532.

LIMOUSINE 1936 2½-pair, partition, widest occasions.

Alpe & Saunders, Providence Court, North Audley St., Mayfair 2941. [15420]

BRING your used cars to the Citroen specialists; we will recondition as new.

THE HEADINGLEY MOTOR & ENG. Co., Ltd., 8, Olier Rd., Leeds. Tel. 52627-8. Grams, Trubie.

WEDGEMORE GARAGES, Ltd., Pulteney Rd., Bath.

WEDGEMORE Citroen spares, reconditioned drive trains 48-hr. service.

CITROEN specialists, breakdown service, exchange gear box fitted 24 hours.—Lorraine Garage, 29-30, Elvaston Mews, S. Kensington, S.W.7. Western 6974.

BOWER ROAD GARAGE & ENGINEERING CO., Ltd., Bow Road, N.1. Tel. 0120. Specialists in Citroen body repairs and mechanical overhauls; swivel joints reconditioned 48-hr.; all spares stocked.

CROSSLEY

1937 20hp Crossley sports saloon, one owner, low mileage, a super motor car; £350.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242.

DAIMLER CAR MART, Ltd.

Daimler 2½-litre saloon, radio, heater, 10,000 miles; £1,765.

1949 2½-litre Daimler 2½-litre coupe, 3,000 miles; £1,975.

1947 Daimler Straight 8 Windover 7-seater limousine, 15,000 miles; £2,975.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [13454]

OVERSEAS CAR LTD., Ltd. offer:—

Citroen 2½-litre saloon, very small mileage.

1934 Daimler 2½-litre limousine, 1934, 10,000 miles in exceptional condition; offers.

OVERSEAS CAR LTD., Ltd. Knightsbridge, S.W.1. Tel. Knightsbridge 7475. [12037]

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Tel. Blackfriars 9265-6.

CHARLES FOLLETT, Ltd., offer:—

Citroen 2½-litre saloon, dark green, green leather, one owner, 5,900 miles only, as new throughout and maintained by makers; £1,875.

18 Berkeley St., W.1. May. 6268.

CITROEN 2½-litre saloon, radio, heater, 10,000 miles; £1,750.

1949 2½-litre Daimler 2½-litre coupe, 3,000 miles; £1,975.

1947 Daimler Straight 8 Windover 7-seater limousine, 15,000 miles; £2,975.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [13454]

OVERSEAS CAR LTD., Ltd. offer:—

Citroen 2½-litre saloon, very small mileage.

1934 Daimler 2½-litre limousine, 1934, 10,000 miles in exceptional condition; offers.

OVERSEAS CAR LTD., Ltd. Knightsbridge 7475. [12037]

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Tel. Blackfriars 9265-6.

CHARLES FOLLETT, Ltd., offer:—

Citroen 2½-litre saloon, dark green, green leather, one owner, 5,900 miles only, as new throughout and maintained by makers; £1,875.

18 Berkeley St., W.1. May. 6268.

CITROEN 2½-litre saloon, black with brown leather, 10,000 miles; £1,750.

1949 2½-litre Daimler 2½-litre coupe, 3,000 miles; £1,975.

1947 Daimler Straight 8 Windover 7-seater limousine, 15,000 miles; £2,975.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [13454]

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NOVEMBER 24, 1950

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| 1949 | (May) Ford Prefect sal., green, 7,000 miles—Tuckfield Rd., S. Upper St. Martin's Lane W.C.2. | Tel. 5336-7. | [1243] |
| 1949 | Ford 10 Prefect saloon, 5,000 miles, quite like new.—Autowork (Winchester), Ltd. Tel. Winchester 4834-3406. | | [2849] |
| ARTHUR & GOULD, Ltd. | 290-292, Regent St., w.l. Langham 1594-5. 1946-8 post-war Prefect saloons, low mileage, £250. Ford 10 (1937) 2-door saloon, original cellulose, good condition, really excellent mechanically; many others. | | [1754] |
| BENMOTORS, Ltd. | Carendon Rd., Holland Park, London, W.10. Tel. Park Parade 6667-8. Open Mon. to Sat. 9-5 (50p). Ford 10. 1938. 2-door saloon, original condition—Hercot & Mills, Ltd. 75, Gt. Portland St., W.1. Langham 3506-7. | | [1935] |
| 1938 | Type Ford 10 luxo saloon, leather, 4 new seats, reconditioned engine (approx. 5,000 miles), very good condition. | | [1935] |
| A BEBUY AUTOS | Rear of 44-46. Chace Side, Southgate, A.N.4 (near Tube). Palmers Green 4540. [5306] | | |
| 1949 | Ford Prefect, low mileage, as new; £675. Barnes Garage, 315, Finchley Rd., Hampstead, N.W.3. Tel. 1627. [1935] | | |
| 1947 | Ford 10 saloon, black, new throughout, choice of two from £575—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [1776] | | |
| 1947 | Prefect 4-door saloon, exceptional condition, new engine just fitted; £575.—Seymour Cecil & Co., 100, Grosvenor St., W.1. Langham 3066-6. | | |
| 1949 | Ford 10/12 saloon, latest type, leather upholstery, £75; also 1938 Ford 10 saloon, 4-door, very clean and in excellent running order; £350. | | |
| FERRARIS OF CRICKLEWOOD, Ltd. | 200-220, Cricklewood Broadway, N.W.2. Gta. 2234. [9400] | | |
| 1948 | Ford 10 luxo saloon, £675. (Trade enquiries only please.) | | |
| 1948 | (Sept.) Ford Prefect saloon, 100 miles, finished in beige, as new throughout; £630.—Paul Street Garage, 20 Paul St., E.C.2. Bishopsgate 6761-2-3. | | |
| 695 gns. | Ford Prefect (Oct., 1949) 10hp 4-door saloon, black, one careful owner, small mileage, almost new condition; terms, exchanges.—Rowland Smith, below. | | |
| 295 gns. | Ford Prefect 1939 10hp tourer, black one owner, very good condition; terms, exchanges; list open; 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 5041. [1381] | | |
| WALTER SCOTT, Ltd. | 1949 Ford Prefect, black, 11,000 miles, as new; £735; exchange, terms, £900. Colmore Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Tel. 5914. [1299] | | |
| 1949 | (July) Ford Prefect saloon, black, with brown leather, 3,500 miles, exceptional condition; £750.—205, Braeside Ave., Patcham, Brighton. Tel. Brighton 2144. | | |
| 1939 | Ford 10 4-door saloon, black, just recoupled, in excellent condition throughout, any trial; £425.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [1775] | | |
| 1949 | (Aug.) Ford Prefect saloon, black, brown leather, 9,000 miles, perfect; £710.—The Lyndhurst Rd., Christchurch, Hants. Tel. 1881. [1424] | | |
| 1949 | (July) Ford Prefect black saloon, cloth, 9,000 miles, one owner; £755; h.p. terms arranged.—K. Henry, Ltd. 65-65 Great Portland St., W.1. Langham 3506-7. | | |
| 1939 | Ford 10 4-door saloon, excellent condition throughout, including body, no corrosion, tax paid; £395.—Harry Nash Motors, Ltd. 348, King St., Hammersmith, Riverside 2387/7. [5282] | | |
| 1946 | Ford Prefect saloon, black, new overdrive, green steering wheel, new overdrive, 5.50 tyres, mechanically 100%, appearance as new; £500.—17, Welwyn Court, Ealing. Perivale 5962. [2671] | | |
| 1947 | Ford Prefect saloon, black, leather upholstery, one owner, low mileage, spotless, excellent condition; £595.—M.B. Motors, 356, New Cross Rd., London, S.E.9. Tideway 3797. [2024] | | |
| 1940 | (March) Ford Prefect 4-door saloon, excellent condition throughout, including body, no corrosion, tax paid; £395.—Harry Nash Motors, Ltd. 348, King St., Hammersmith, Riverside 2387/7. [5282] | | |
| 1946 | Ford Prefect saloon, black, new overdrive, green steering wheel, new overdrive, 5.50 tyres, mechanically 100%, appearance as new; £500.—17, Welwyn Court, Ealing. Perivale 5962. [2671] | | |
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| 1940 | (March) Ford Prefect one careful driver, service required, Notek for lamp, demister, belt, cloth upholstery, good condition; £775.—Seen Feltham, Slough districts. Tel. Feltham 4211 during business hours. | | [3214] |
| 1949 | (Sept.) Ford Prefect saloon, beige, with red head upholstery, fitted radio, Yale locks, guaranteed miles, 5,500, immaculate condition; £785.—J. G. Lloyd, Ltd. Ford Dealers, 339, Piccadilly, Rd., N.W.3. Hampstead 4414. [1033] | | |
| NAYLOR & ROTH, Ltd. | 1947 Ford 10 Prefect saloon, black, brown hide, superb condition throughout; any trial; £535; 3 months' guarantee; choice of 250 quality cars; demonstrations within 100 miles; terms available—25, East Hill, S.W.18. Batt. 5272. Open 9-6 each week-day, including Saturday. | | [3132] |
| Ford Ten Cars Wanted | | | |
| LOWNDALE SMITH'S | The Ford 10 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [1095] | | |
| POST-WAR FORD | 10 required, cash payment.—Morley 54, Streatham Hill, S.W.12. Tulse Hill 4488. [1084] | | |
| 1949 | Ford 10 Prefect saloon required.—Turnbull Ross House, Station Hill, Winchester. [2846] | | |
| NEED | post-war Ford 10 immediately.—Fortune, 17, Astwood Mews, S.W.7. Tulse Hill 2768 (day). 19712 | | |
| CASH | buyers of low mileage Ford 10; distance no object.—Huttons, Lord St., Southampton. Tel. 2268. | | |
| MARSTON MOTOR CO., Ltd. | for your Ford 10. Tel. Sun 8000. Seven Sisters Rd., Tottenham, N.15. [1560] | | |
| WE | wish to purchase small mileage Ford 10 new type saloons.—Brown & Mallalieu, Ltd., Blackpool, P.2322. | | [1866] |
| AGENHAM MOTORS, Ltd. | main dealers, purchase Ford 10/12 cars for cash.—56, Park Lane, London, W.1. Regent 4566. [10156] | | |
| 1939 | 1949 Ford 10 saloon urgently required.—Richard France, Ltd. 254, High Rd., Tottenham, N.15. Sta. 2232 and 0464. [4916] | | |
| RAYMOND WAY | the hire-purchase specialists, are still buying Ford 10s, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maids Vale 6043 (10 lines). | | [1560] |
| FORD (V.8) | Ford Pilot, black, brown, heater, radio, 7,000 miles.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-5. [15073] | | |
| CAR MART, Ltd. | | | |
| 1949 | Ford Pilot saloon, leather, radio, heater, 4,000 miles; £1,095.—Car Mart, Ltd. 320, Euston Rd., London, N.W.1. Euston 1218. [1981] | | |
| PHILIP RICKARDS, Ltd. | offer:— | | |
| FORD (V.8) | Ford Pilot, black, brown, heater, radio, 7,000 miles.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-5. [15073] | | |
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| 1949 | Ford Pilot saloon, leather, radio, heater, 4,000 miles; £1,095.—Car Mart, Ltd. 320, Euston Rd., London, N.W.1. Euston 1218. [1981] | | |
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| FORD (V.8) | Ford Pilot, black, brown, heater, radio, 7,000 miles.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-5. [15073] | | |
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| FORD (V.8) | Ford Pilot, black, brown, heater, radio, 7,000 miles.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-5. [15073] | | |
| 1949 | Ford Pilot saloon, leather, radio, heater, 4,000 miles; £1,095.—Car Mart, Ltd. 320, Euston Rd., London, N.W.1. Euston 1218. [1981] | | |
| FORD (V.8) | Ford Pilot, black, brown, heater, radio, 7,000 miles.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-5. [15073] | | |
| 1949 | Ford Pilot saloon, leather, radio, heater | | |

FRAZER NASH-B.M.W. Type '45 (2-litre) cabriolet F coupe, engine lined, new hood: £350.—Box 7184. (April) '37 model 1½-litre F.N.-B.M.W. 1938 saloon, £1,000; overhauls, many extras and spec. features, exchange larger car pref. B.M.W., rough bodywork would do consider other exchanges, cash payments or sell £375; h.p. can be arranged.—123, Windmill Ave., Kettering. Tel. 6141. [2787]

895 gns.—Fraser Nash-B.M.W. (March, 1939) 2-litre type '32 four-seat drop head coupe, black fabric leather, one owner, stored 6 years, good low mileage, very carefully used, superlative condition; terms, ex-changes; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). [3382]

TANKARD & SMITH, Ltd., offer 1936 Frazer Nash-B.M.W. d.b. foursome coupe, specially finished in polychromatic grey with red leather, extremely fast and quiet; fitted two carburetors for economy of fuel; £465; three months' written guarantee; also 200 guaranteed vehicles from new, also a fully equipped post-war 2-seater.—Anthony Crook Motors, Ltd., Bristol Distributors, Caterham Hill, Surrey. Tel. 2232/3. [2772]

Frazer Nash-B.M.W. Cars Wanted

R OWLAND SMITH'S, the Frazer Nash-B.M.W. buyers. R—Hampstead High St. (Hampstead Tube). Ham. 6041

HEALEY

BRooklands. **H**EALEY Distributors for London.

HAVE for demonstration and early delivery the H special drop head 4-seater coupe by Abbott of Farnham.

ALSO 2-door 4-seater sports saloon by Tickford. **P**ARTICULARS available on request.

1949 Healey Silverstone sports 2-seater, blue, beige leather, mileage 1,900, immaculate throughout.

103 New Bond St., London, W.1. Tel. Mayfair 8551/6. [1935]

1949 Healey 2½-litre foursome drop head coupe by Duncan, green beige leather, 12,000 miles; £1,495.—Jack Olding & Co., Ltd., North Audley St., W.1. Tel. Mayfair 5242. [3060]

1949 (January) Healey 2½-litre sportsmobile drop head coupe, a more attractive car, magnificient performance, 11,000 miles only, one owner a film star; £1,895.—Bell's Service Garages, 144, London Rd., Kingston-on-Thames, Kingston 1185. [3412]

1950 Healey Silverstone, specially tuned high compression engine, successfully raced by Edinburgh entries, 1949, 1st at Dundee, 2nd at Maseratis at last Scottish Road Race, 5,000 miles, immaculate; £2,295.—Anthony Crook Motors, Ltd., Bristol distributors, Caterham Hill, Surrey. Tel. 2232/3. [3478]

Healey Cars Wanted

J. H. BARTLETT.—Healey saloon, tourer or Silverstone model wanted.—27a, Pembridge Villas, W.11. **W**ANTED. Healey saloon or tourer.—Mr. Martin, 57, Chatsworth Rd., Brondesbury, N.W.2. Willesden 0140. [2705]

HILLMAN 10

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. **H**ILLMAN Minx Mark II, mileage 15,000, colour black, leather and cloth upholstery, taxed for year; £760. **W**ANTED. Hillman Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [1931] **C**AR MART, Ltd.

1949 Hillman Minx saloon, Phase III, 8,000 miles; £925.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [19692]

H. A. SAUNDERS, Ltd.

1948 Hillman Minx Phase II saloon, one owner; £745. **H**. A. SAUNDERS, Ltd.

1949 Hillman Minx Phase II saloon, one owner; £945. **S**AUNDERS, Ltd., 144, Golders Green Rd., H.N.W.11. Speedwell 0011. [19083]

BON & PORTER, Ltd.

1949 Minx Mark III sun saloon, fawn, brown leather upholstery, 6,000 miles; £925. **C**ASTELNAU, S.W.13 (by Hammersmith Bridge), Riverside, 4444. [3615]

WIMBUSH for Hillmans:—

1949 Hillman Minx Phase III saloon, green, 11,000 miles, exceptional condition; £865, also Phase IV car; £905.—R. C. Wimbush, Ltd., 512, Earls Court Rd., London, S.W.1. Freemantle 6401. [2449]

MONTROSE MOTORS, offer:—

1948 Hillman 10 drop head coupe; £765.—Montrose Motors (N. H. Boswell), 91-7, Epping New Rd., Buckhurst Hill, Essex. Buc. 1171-2. [2482]

LEX GARAGES, Ltd., offer:—

1949 (October) Minx Phase IV saloon, black, brown leather, under 6,000 miles as new; £965. **L**EX GARAGES, Ltd., 2, Lexington St., London, W.1. L (100 yds. Piccadilly Circus). Ger. 8600. [3333]

H. A. SAUNDERS, Ltd., offer:—

1949 Hillman Minx Phase IV saloon, grey, 2,000 miles; £965. **S**AUNDERS, Ltd., Austin House, High Rd., Northolt, Middlesex (100 yds. north of Tally Ho Corner). Hillside 0024. [3146]

ACLAND & TABOR, Ltd., offer:—

1939 Hillman Minx saloon, black, low mileage, red leather, exceptional condition; £365. **H**ILLMAN Minx d.b. coupe, green, red leather, new tyres, 18,000 miles only and as new; £875. **A**PLY W-wvn 481. [3532]

PHILIP RICKARDS, Ltd., offer:—

1949 Hillman Phase IV saloon, grey, leather, 3,000 miles—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-5. [3074]

WARWICK WRIGHT, Ltd., offer:—

1948 Hillman Minx 10hp saloon, grey, blue leather and cloth, heater, 10,000 miles; £825. **H**ILLMAN Minx 10hp saloon, pastel green, brown leather, one owner, stored 6 years, good low mileage, very carefully used, superlative condition; terms, ex-changes; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). [2787]

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Tel. Mayfair 9761. [2871]

WARWICK WRIGHT, Ltd., offer:—

1948 Hillman 10hp estate car, moorland grey, brown leather, 12,000 miles; £825. **W**ARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Tel. Mayfair 9761. [1350]

S. G. SMITH (MOTORS), Ltd., offer:—

1948 Phase II Hillman Minx, 19,000 miles, colour grey, blue cloth upholstery, in superlative condition; £795; 50 other guaranteed used cars. **S**. G. SMITH (MOTORS), Ltd., 13-19, East Dulwich Rd., S.E.22. New Cross 4444. [2567]

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1949 Hillman Phase III, only 400 miles, green and brown leather; £875. **C**OOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford 62907-8-9. [1352]

HILLMAN Minx, year 1947, mileage 20,000.—Tel. C181. [2818]

GORDON CARS (LONDON), Ltd., 1949 Hillman Phase IV, 500 miles only.—Below.

GORDON CARS (LONDON), Ltd., 1948 Hillman Phase II drophead coupe, black, 15,000 miles.—Gordon House, 375, Fulson Rd., W.1. Elsternwick 1111. [3036]

ERIC HAYES, 10, Fulson Rd., W.1. Elsternwick 1111. [3036]

1949 Hillman Minx saloon, fawn, 6,000 miles, loose covers; £895. **J**. R. INWARDS, Ltd., High St., Ruislip. Ruislip 3033-4-5. [2971]

1948 Hillman Minx saloon, Phase II, speedometer 14,000, in very good condition throughout.

FERRARI OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gis. 2234. [1939]

1939 Hillman Minx drop head foursome coupe, ivory and brown; £360; exchange considered.

ERIC HAYES, 10, Fulson Rd., W.1. Elsternwick 1111. [3036]

OCTOBER '35 Hillman 10 saloon, sound; £145. Tel. 5332. [2813]

1949 Minx saloon, 7,000 miles, new condition; £850.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [2442]

1948 Hillman Minx saloon, grey, one owner, appearance as new; £735.—Grove Motors, North Rd., Southall 3477. [2911]

£375—1938 Hillman Minx d.b. luxo saloon, black, immaculate; reconditioned engine, 5 very good tyres, im-

MAKIN & HARRISON (MOTORS), 492-6, High Rd., Chiswick 0556/2619. [3253]

A VERY nice Hillman Minx saloon 1937, an unrepeatable bargain at £245 or offer.—King's Motors, 1, High St., Hounslow. Tel. 3532. [2815]

1948 Hillman Minx Mark IV, 5 miles, £800; trade enquiries welcomed.—H. G. Paul, 32, Bruton Rd., W.1. Tel. 0821-2. [1471]

1949 Hillman Phase III d.b. luxo saloon, green, with black, upholstered interior; 10,000 miles, as new; £875. **R**obert Fairweather, Tel. 4501. [1462]

1938 Hillman Minx saloon in very good condition; £835.—Vanderbilt's (Buyers of good used cars), 215, Haverstock Hill, N.W.3. Primrose 4441. [1938]

1937 Hillman 16hp saloon, reconditioned engine, excellent order throughout; £265.—Reeves Motors, Grand Parade, Forty Lane, Wembley, Middlesex. Tel. 3004. [1477]

1948 (October) Hillman Minx, Phase II, drophead coupe, 7,000 miles, radio; £835.—L. F. Dove, 111-115, Addiscombe Rd., Croydon. Addiscombe 5066. [1651]

1949 Mark IV Hillman Minx saloon, one owner, 8,000 miles, dove grey, red leather; £935.—R. F. Fuglie, Ltd., Bushey Heath, Herts. Tel. 1685. [2811]

3200 miles.—1949 (Oct.) Hillman Mark IV saloon, dove grey, red leather.—Ernest Sutton, Cleave Hill 95 (Chesterfield). (Trade enquiries only please.)

1946 Minx saloon, one owner, black and brown leather, immaculate condition; £585. **R**. S. Mead, 42, Queen St., Maidenhead. Tel. Maidenhead 2642. [2816]

1949 Minx Phase III, 5,000 miles, authenticated as new; £895.—Hendon Central Garage, 44-46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1423-4. [2867]

1949 Hillman Minx saloon Phase IV, 2,000 miles only, one owner, spare parts; £895. **R**. J. Rose, 6009, Park 7271. [3128]

(phase) Phase IV Hillman Minx saloon, in black, almost unmarked, low mileage; accent £895.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6604. [2815]

1948 Phase II Hillman Minx coupe, black, 1949, brown upholstered, very clean and taxed; accept £785.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [2923]

1949 Hillman Minx Phase IV saloon, black, 6,000 miles; from £895.—Archway Garage, 120a, Walmer Rd., W.10. Park 7271. [3505]

1948 Hillman Minx saloon, black, with brown leather upholstery, in exceedingly good mechanical condition; £1,000.—T. Tankard & Smith, Ltd., 97 Paddington Rd., W.8. Tel. 2051. [2829]

1949 Hillman Minx saloon, black, 6,000 miles, as new; £895.—Jarvis & Sons, Ltd., Morris House, Morde Rd., S.W.19. Liberty 4853. [3557]

1949 Hillman Minx Phase IV, 6,000 miles, as new; £895.—A. C. Land & Tabor, Ltd., 12, Streatham Hill, S.W.16. Tel. 4801. [2996]

HISPAÑO-SUIZA Spares and Services

HISPAÑO spares and all repairs.—G. Briand, 47, Tamworth Rd., Croydon. Tel. 1742. [1989]

1938 type Hillman Minx 10hp saloon, clean, black paintwork with blue leather upholstery, good condition throughout; £295 cash or £95 deposit, balance payable over 18 months.—C. & S. Motors, Ltd., Dudden Hill Lane, Neasden. Gladstone 8605-6. [1391]

TANKARD & SMITH, Ltd., offer 1947 Hillman Minx Phase II saloon with blue cloth upholstery, 21,000 miles only, very clean car in immaculate condition; £675. Tel. 4801. [2775]

TANKARD & SMITH, Ltd., offer 1949 Hillman Minx Phase II saloon in mist green with upholstery to match interior 9,000 miles only, as new in every respect; £860. 3 month's written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Tel. Flaxman 4801/2/3. [2769]

HILLMAN 14 1938 Hillman 14 de luxe sal., black, recon. engine, ex. tyres, showroom condition.

MAKIN & HARRISON (MOTORS), 492-6, High Rd., Chiswick. Chiswick 0556/2619. [1936]

HILLMAN 21 **L**IMOUSINE 1938 21hp, partition, forward seats, leather, genuine specimen, beautifully kept. Alpe & Saunders, Providence Court, North Audley Street, Mayfair 2941. [3421]

HILLMAN MISCELLANEOUS

1937 Hillman limousine, excellent condition, colour black; £485.—Clayton's Cars (London), Ltd., 337, Grosvenor Rd., London, N.W.1. Grosvenor 5228. [2832]

TANKARD & SMITH, Ltd., offer the choice of many Hillman Minx and 14hp saloons from their vast stock of over 200 used cars; all subject to 5 months' written guarantee.—198, King's Rd., S.W.3. Tel. Flaxman 4801-3. [2775]

Hillman Cars Wanted

R OWLAND SMITH'S, the Hillman buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [1941]

ROOTES, Ltd.,

RISTRATORS,

REQUINE modern low-mileage Hillman cars.

BIRMINGHAM.—Lower Temple St. (Central 9411.)

MANCHESTER.—129, Deansgate. (Blackfriars 6677.)

MAIDSTONE.—(Maidstone 3333.)

CANTERBURY.—(Canterbury 3332.)

ROCHESTER.—(Chatham 2231.)

WROTHAM Heath.—(Borough Green 4.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3601. [0108]

INEED post-war Hillman immediately.—30, Ryecroft Rd., S.W.16. Tulse Hill 2768. [day] [1971]

POAST-WAR Hillman required, cash payment.—M. Jones, 10, Tulse Hill. Tel. Tulse Hill 4488. [0838]

MARK 3/4 models, small mileage, required.—Jones, 71 Harewood Gardens, Sanderson, Surrey. [0738]

CASH buyers of low mileage Hillman Minxes; distance no object.—Hatton, Lord St., Southampton. [0738]

ALBONS, of Barking, purchase for cash post-war Hillman cars.—105-7, Longbridge Rd., Barking. Tel. Rippleway 1285. [0438]

WWE are cash buyers of all Hillman post-war models.—The Warren Motor Co., 353-355, Euston Road, London, N.W.1. Warren 7751. [0833]

BIRMINGHAM and Midlands.—Low-mileage Hillman cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham 2. [0039]

RAYMOND WAY the hire-purchase specialists, are available.—Buying Hillman, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.8. Maida Vale 6044 (10 lines).

NOTTINGHAMSHIRE distributors, Humber, Hillman, and others, buying Hillman and Sunbeam cars.—R. Cripps & Co., Ltd., Parliament St., Nottingham. Tel. 46381. [0532]

Hillman Spares and Service

NORMAND, Ltd.

THE best service ensures a longer car life.

BRING your car to 405-9, King St., W.6. Riv. 3665. [0233]

BOND & CO. LTD., COUNTY MOTOR MART, Ltd.

HILLMAN repair specialist (30 years) well-equipped workshop, reborings, rebores and complete overhauls, spare parts stocked.—79-91, Kings Rd., Fulham, W.6. Tel. 1181. [0776]

CARRIS MOTORS for Hillman spares and service.—C. Lewishill Bridge, S.E.13. Lee Green 0254. [0720]

FOB Hillman 1936-46 mudguards, running boards.—Brooks, 5 and 6, Frederick Place, Brighton. Brighton 21147. [0367]

ROBERT CHIDLEY, Ltd.—Factory recon. engines, mechanicals and gear boxes; all spares for Hillman from 1936 onwards; specialists tools, work shop, breakdown service and information available.—658, High Rd., Tottenham, N.17. Tel. Tot. 2920, 3343. [0454]

Hispano-Suiza Spares and Services

HISPAÑO spares and all repairs.—G. Briand, 47, Tamworth Rd., Croydon. Tel. 1742. [1989]

HOTCHKISS

BROOKLANDS.

1948 series Hotchkiss short chassis sports saloon, metallic grey, red leather, speedometer reading 10,000 miles; examined and approved by makers.

103 New Bond St., London, W.1. Tel. Mayfair 8551/6. [2996]

A CLAND & TABOR, Ltd., offer:—

1939 Hotchkiss Paris Nice saloon, low mileage, like a new car, terrific performance and road holding similar to Monte Carlo Rally winner; £1,150. Tel. Tot. 2920, 3343. [0454]

A ROSE & YOUNG, Ltd., offers 1937 Hotchkiss Cabriolet 3-door, open top, leather interior, condition, speedometer reading 31,000, believed genuine; £550.—65-69, Sternhold Av., Streatham Hill, S.W.11 minute Streatham Hill Station). Tulse Hill 6464. [1375]

HAROLD RADFORD & CO., LTD.
SOLE concessionaires.

SALES and service.

HAROLD RADFORD & CO., LTD., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [2605]

Hotchkiss Cars Wanted
CHIPSTEAD MOTORS LTD., One-way Garage, 197, Fulham Rd., Kensington S.W.3, are keen buyers of late models. Paxman 0052. [1042]

Hotchkiss Spares and Service
HOTCHKISS spares and service—Harold Radford & Co., Ltd., sole concessionaires for Great Britain and Northern Ireland. Spare parts and service for Hotchkiss cars available at Melton Court, South Kensington (Tel. Kensington 6642 5 lines). [0513]

H.R.G.

HAROLD RADFORD & CO., LTD.
SOLE distributors for London and Home Counties, offer:

NEW and unused H.R.G. cars available for immediate delivery. [1009]

1947 (June) H.R.G. 1100 2-seater sports; 21,000 miles. [1009]

HAROLD RADFORD & CO., LTD., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [1009]

BIRMINGHAM.—1½-litre 1948 super sports two-seater, green, new condition, any car in part exchange.—Huttons Ltd., 71, Broad St., Birmingham, Midland 2457. [3014]

H.R.G. Spares and Service
CHARLES FOLLETT, LTD., have a large stock of spares.

SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

Spare parts.

SERVICE: 12, Wellesley Ave., W.8. Riv. 1413. [8369]

HUDSON

DICKS CAR SALES offer:

1939 Hudson 17hp drop head foursome coupe, fitted radio and heater; £425.—Baldwin, Maida Vale 6888-9. [9395]

JOE THOMPSON (MOTORS), LTD., offers:

1947 Hudson Commodore 8 saloon, r.h.d. colour green, fitted radio and heater, low mileage. [9396]

GEORGE EWYMAN & CO., LTD., 369, Euston Rd., N.W.1. Euston 1121. [3514]

1939 (August) Hudson 17 saloon, chauffeur driven, perfect complete overhaul, fitted radio, £450.—Apply J. Bewsey, Firestone Tyre & Rubber Co., Ltd., Great West Rd., Brentford. Tel. Ealing 3456. [9396]

£495—July 1940 Hudson Country Club 22hp saloon de luxe, privately owned since new, spacious interior, body with exceptionally large rear compartment, finished in original black cellulose, modern-styled horizontal-barred radiator, upholstery in finest quality leather throughout, all the latest innovations, finger-tip steering-column controls, air-conditioning, complete with every possible convenience, dignified and stately looking car with a high standard of mechanical order and performance, coupled with remarkably low running costs for a car of its size; offered with a comprehensive written guarantee by

CAMDEN MOTORS, Lake St., Leighton Buzzard. Beds. Tel. 2041 (15 lines) for post-free catalogue. Hire Purchase. Part-exchanges. Free delivery.

Hudson Cars Wanted

D.C.S.

THE Hudson buyers.

DICKS CAR SALES, 385-401, High Rd., Kilburn, N.W.6. Maida Vale 6888-9. [5752]

Hudson Spares and Service
SPIKINS (TWICKENHAM), LTD., the Hudson distributor, for Hudson reconditioned engines, spares and service, quote chassis number.—83-101, Heath Rd., Twickenham. Tel. Pengeove 1035-6-7. Telegrams: Spikins, Twickenham. [10568]

HUMBER
CAR MART, LTD.

1949 Humber Hawk saloon, radio, heater, 6,000 miles; £1,425.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [19693]

1948 Humber Hawk saloon, black with fawn, excellent condition. [19694]

NEWHAM HOUSE, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [7612]

OVERSEAS CARS LTD.

1947 Humber Super Snipe saloon, grey, H.M.V. radio; £995. [19695]

OVERSEAS CARS LTD., 227, Brompton Rd., Knightsbridge, S.W.1. Tel. Kensington 7475. [19695]

H. A. SAUNDERS, LTD.

1937 Humber Snipe saloon; £350. [19696]

H. A. SAUNDERS, LTD., 144, Golders Green Rd., N.W.11. Speedwell 0011. [5061]

TOM GARNER, LTD., offer:

1949 Humber Hawk Mark III saloon, H.M.V. radio, 13,000 miles. [19697]

TOM GARNER, LTD., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [2755]

DICKS CAR SALES offer:

1946 (Sept.) Humber 18hp Snipe saloon, special export model, choice of three; £795. [19698]

DICKS CAR SALES, LTD., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [19392]

GLENFIELD LAWRENCE offer:

£895.—1946 Humber Super Snipe, black with brown leather upholstery.—407, High Rd., N.12. Finchley 0091. [3572]

1949 Humber Hawk, small mileage, as new.

GUY ALFREDS & CO., LTD., 6-7, Warren St., W.1. Euston 3268. [2031]

WARWICK WRIGHT, LTD., offer:

1949 Humber Hawk 14hp saloon, satin bronze, red leather, 10,000 miles; £1,450.

1949 Humber Super Snipe 27hp saloon, gunmetal grey, radio and heater, 12,000 miles; £1,625.

1948 Humber Super Snipe 27hp saloon, black, brown leather and cloth, 17,000 miles; £1,225.

1948 Humber Hawk saloon, black, fawn cloth, 11,000 miles; £1,295.

WARWICK WRIGHT, LTD., 150, New Bond St., W.1. Mayfair 9761. [2870]

MANN EGERTON & CO., LTD., offer:

1949 Humber Super Snipe saloon, black with brown hide upholstery, sun roof, H.M.V. radio, heater, etc., 7,000 miles. [2075]

1948 Berkeley St., London, W.1. Regent 2075. [5003]

1946 Humber Pullman, good condition; £345. [1111]

1946 Keswick Rd., Hatton's Vandyk 317. [3601]

1946 UMBER 1934 12hp 4-door, sun roof, in very good condition; £155.—Bowes Park 5898. [3228]

1946 GORDON CARS (LONDON), LTD., 1948 Humber

Super Snipe saloon, black, excellent. Below.

1946 GORDON CARS (LONDON), LTD., 1948 Humber

Super Snipe saloon, black, excellent. Below.

1946 Gordon House, 373, Euston Rd., N.W.1. Euston 6611.

1946 IMOUSINE 1948 Pullman, widest forward occasions, 10,000 miles; £1,340. [19699]

1946 Housine 1946 27hp, 10,000 miles, 5 door sedan, exceptional order, private owner; £1,095. Alpe & Saunders, Providence Court, North Audley Street. Mayfair 2941. [3422]

1946 £350.—1938 16hp Humber saloon.—Lawton Goodwin 2000 miles; £185. Crickleton and Broadway 1,200 miles; £185. [3422]

1946 £325.—1939 Humber 16 saloon, black, beige leather upholstery, 3 new tyres, immaculate condition throughout.

1946 MAKIN & HARRISON (MOTORS), 492-6, High Rd., Chiswick, Chiswick 0554-2619. [3229]

1946 Humber Hawk saloon, mist green, 8,600 miles; £1,350.—Wilson, Maltings, South Milford, Yorks. [2962]

1946 Humber Super Snipe sports saloon; £245. [3229]

1946 Crown Garage, Albany St. (adj. barnetts), N.W.1. Tel. Euston 6501 and 6502. [2962]

1946 Humber Hawk Mark III; just out of

covenant, perfect condition, loose covers, heater, apple green; £1,450.—Tel. Terminus 7050. [3009]

1946 Humber Hawk saloon, black/fawn leather, 10,000 miles; £1,200. [3009]

1946 £1,200.—Humber Hawk 1946 mist green saloon, very beautiful condition throughout. [2942]

1946 Humber Hawk 1946 mist green saloon, very beautiful exchanges and terms.—Swanmore Garage, 1176, Christchurch Rd., Boscombe. Tel. Southbourne 1022.

1946 Humber 27hp, new brakes, body, completely reconditioned throughout, first registered 1948; £400 or exchange smaller model.—Todd, Ratiel Banbury. [2777]

1946 (July) Humber Hawk, black, 6,000 miles only, fitted radio and heater; £1,385.—Bells Service Garage, 144, London Rd., Kingston-on-Thames. Kingling 1185. [3411]

1946 UMBER Super Snipe, delivered Aug. 1949, not used from Dec. until Aug. 1950, genuine mileage under 4,000, grey with low seat covers, perfect condition. [3029]

1946 £777.—1946 model Humber Super Snipe de luxe, 6,000 miles only, 5 door, original black cellulose, 100% leather, 10,000 miles, new, immaculate, beautiful condition throughout; 3 months' guarantee, hire purchase, exchanges.

1946 LAMBS of Wood Green, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [3510]

1946 (November) Humber Super Snipe, one private owner, low mileage, immaculate and in new condition; £1,050.—Pantiles Service Garage, London Rd., Guildford 5326. [1766]

1946 Humber 18hp limousine, glass winding pinstripe, full 6-seater saloon, immaculate; £1,200. [3511]

1946 November exchange, full 6-seater saloon, immaculate; £1,200. [3511]

1946 Turner, 99/17, Clarence Rd., London, E.5. [2356]

1946 Humber Hawk Mark III, satin bronze, red hide, 9,000 miles, new condition; £1,375. [2778]

1946 East Sussex, Heathfield 298. [2778]

1946 (November) Humber Super Snipe, 30,000 miles, 5 door, grey, colour matching brown interior. [2778]

1946 Col. Com. Car Sales Ltd., 292-302, Lanark Rd., W.3. Tel. Maida Vale 5134, 7855, 3468. [19698]

1946 (January) Humber Hawk Mark III, satin bronze, red hide, 9,000 miles, new condition; £1,375. [2778]

1946 lowest.—Clark, Passingsworth Park Hotel, Cross-in-Hand, East Sussex, Heathfield 298. [2778]

1946 November exchange, full 6-seater saloon, immaculate; £1,200. [2778]

1946 (February) Humber 27hp drop head foursome, 7,000 miles only, finished grey with leather upholstery to match, one private owner, absolutely as new throughout, taxed December; trade enquiries welcomed.

1946 MOTORS (LONDON), LTD., 2301-2, Tudor 3201-2. [3302]

1946 CAMDEN MOTORS.—Humber 27hp Super Snipe

saloon, 1949, superb specimen, black and chrome, all leather upholstery, privately owned and serviced at regular intervals by main distributors since new, exceptional condition; £1,355. [2779]

1946 (April) Humber Super Snipe de luxe streamlined saloon, 7,000 miles only, finished grey with leather upholstery to match, one private owner, absolutely as new throughout, taxed December; trade enquiries welcomed.

1946 (May) Humber Hawk 27hp Phäß & Maberley special enclosed limousine, 1948, full eight-seater with face-forward occasions and winding division; handsome, well styled handbuilt bodywork and a typical example of English craftsmanship. At its best, however, the front seats appear never to have been used, mechanical condition is equally magnificent; the mileage run is exceptionally small even for a 1949 car; offered at nearly £400 below its original cost and covered by a special written guarantee. [769]

1946 CAMDEN MOTORS.—Humber 27hp Thrupp & Maberley special enclosed limousine, 1948, full eight-seater with face-forward occasions and winding division; handsome, well styled handbuilt bodywork and a typical example of English craftsmanship. At its best, however, the front seats appear never to have been used, mechanical condition is equally magnificent; the mileage run is exceptionally small even for a 1949 car; offered at nearly £400 below its original cost and covered by a special written guarantee. [769]

1946 FINCHLEY (Finchley 0081).

1946 GREAT WEST RD. (Ealing 3477). Official Jaguar Service Station.

1946 CAMDEN TOWN SERVICE STATION (Gulliver 4141).

1946 HENLYS, LTD., England's Leading Motor Agents.

1946 CARE BROS., offer:

1946 1948 Jaguar 2½-litre, 10,000 miles only, grey cellulose immaculate, interior beautifully upholstered in red leather and spotlessly new, a perfect specimen; £995. [3246]

1946 CARE BROS. GARAGES, LTD., High St., Purley, Croydon 4811-2-3. [3246]

1946 DICKS CAR SALES, offer:

1946 1939 Jaguar 1½-litre drop head foursome coupe, condition above average; £525.

1946 DICKS CAR SALES, LTD., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [3293]

1946 EX GARAGES, LTD., offer:

1946 (May) 3½-litre Jaguar Mark V saloon, sun-metal and red leather, low mileage, as new; £1,850.

1946 EX GARAGES, LTD., 2, Lexington St., London, W.1. (100 vds. Piccadilly Circus). Ger. 8600. [3335]

850 ans.—1947 Humber Super Snipe 4-door de luxe sun saloon, black, brown hide upholstery, new carpets, £110 tax, overhauled and in absolutely immaculate condition throughout; deposit £299, balance up to 24 months.—George Clarke (Motors), Ltd., 278, Brighton Hill, S.W.2. Tunstall 3211. [3593]

Humber Cars Wanted

ROOTES, LTD.

DISTRIBUTORS.

EQUIPARE modern low-mileage Humber cars.

BIRMINGHAM.—Lower Temple St. (Central 8411).

MANCHESTER.—129, Deansgate. (Blackfriars 6677).

MAIDSTONE.—(Maidstone 5333).

CANTERBURY.—(Canterbury 3332).

ROCHESTER.—(Chatham 2231).

WROTHAM Heath. (Borough Green 4).

OOTES, LTD., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0106]

ROWLAND SMITH'S, the Humber buyers.—Hampstead High St., Hampstead (Tube). Ham. 6041.

VAGA immediately for general repair.—H. F. Edwards 28, Upper High St., Enson 9400. [3515]

URGENTLY required, post-war Humber Pullman limousine.—Details, price, etc. Box 6892. [9696]

NEED post-war Humber immediately.—Fortune, 17, Ashton-under-Lyne, S.W.1. Tel. Tunstall 31 (day). [19709]

REQUIRED privately, Humber Super Snipe, low mileage.—Write Atkinson, 24, Wigmore Place, London, W.1. [3501]

WANTED privately, Hawk or Snipe, under 15,000 miles.—Write Anglor, 24, Lyndhurst Rd., London, N.W.3. [19708]

CASH buyers of low mileage Humber Hawks; distance no object.—Huttons, Lord St., Southport. Tel. 2268. [0793]

BRITISH & COLONIAL MOTORS, LTD., require good British cars.—Upper St. Martin's Lane, W.C.2. Tel. 3588. [0793]

BIRMINGHAM and Midlands.—Low-mileage Humber modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0793]

CRIPPS & CO., LTD., The Humber Distributors, Parliament St., Nottingham. Tel. 46581. [10553]

CONFIDENTIALLY I don't want a Princess or a Snipe, or a Humber Hawk (any model). Write or phone Rishby, Rudyard (Saturday, Sunday 237). Staffs, or Manchester Blackfriars 5079. Broughton 1475. [2179]

Humber Spares and Service

NORTHERN and Central London.

CATTERMOLES (GARAGES), LTD., for Humber spares sales and service.—78-79, Pentonville Rd., N.1. Terminus 1001-7. [19697]

THE Humber Specialists for all spares.—Ring Upavons 3367. See advert under parts and accessories. [0826]

ENGINES and gear boxes, reconditioned exchange engine. [1954-48]. Trade or retail. Galway Services, Ltd., Denmark St., London, S.E.1. Tel. 25690. [0345]

D'E NORMANVILLE gear box, overhauled; spare supplied; recommended specialists.—H. & A. Engineering 35, Grant Rd., Addiscombe, Croydon, Surrey. [19698]

JAGUAR

A.F.N., Ltd., offer a number of new Black Prince Invicta chassis, partially completed, for the enthusiast wishing to complete.—Falcon Works, London Rd., Isleworth. Hounslow 0011. [3543]

CAMDEN 1951 experts

CAMDEN 1951 leather

CAMDEN 1951 sively

CAMDEN 1951 leather

1948 Javelin, black/red leather upholstery, one owner, 7,800 miles only, heater, immaculate. **G.** WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames, Kin. 2241. [2920]

JOWETT and Javelin main agents, spares and special service.—Colliver-Fisher, Ltd., Northwood, Middx. Tel. 777 (4 lines). [2791]

MARRIOTT'S GARAGE, Worthing, leading West Sussex general agent for Javelin and Bradford. Spares (including pre-war). Service Tel. 1583. [0575]

JOWETT Javelin (Nov. 1949) beige with heater, splendid condition; £450; no offers.—H. S. Tweed, Magazine Farm Bungalow, Parsons Hill, Lexden, Colchester, Tel. Colchester 3779. [2169]

£925 1949 Javelin sand, full de luxe model with leather upholstery and heater, etc.; one owner since new, nominal mileage.—See below.

£375 April (1939) Javelin 8hp 4-door de luxe saloon, quite an exceptional motor, cellulose propylene body, leather upholstery, interior neat and tidy, tip-top little engine, lively but essentially economical, ideal family car with ample room for 4-5 adults. Fully guaranteed in writing by **CAMDEN MOTORS**, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue; hire purchase; part exchanges; free delivery. [5096]

1949 (November) Javelin, finished green, 5,000 miles, exact as above, trade or part exchange enquired; £450.—G. P. Morris, Ltd., 54 Streatham Hill, S.W.2. Tulse Hill 4488. [3465]

COOTER & GREEN, Javelin Main Agents.—Javelin and Bradford spares and repairs, sales and service.—Eden Park Garage, 485 Upper Elmers End Rd., Beckenham, Kent. Tel. Beckenham 2565. [3032]

JACK ROSIN, Ltd., offer 1949 (Oct.) Javelin 8hp 4-door, olive green, leather upholstery, almost spotless; accept £875.—Stafford Rd., Wallington, Surrey. Wallington 6677-8 (4 min. Croydon Aerodrome). [3272]

Jowett Cars Wanted

H
M
BENTLEY & PARTNERS.
WISH to purchase Javelin cars.—Sackville House, 40, Piccadilly, W.1. Sloane 3094. [9990]

R
OWLAND SMITH'S, the Javelin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0945]
RAYMOND WAY, the hire-purchase specialists, are still buying Javelin, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.8. Maida Vale 6044 (10 lines). [3130]

Jowett Spares and Services
NEWNHAMS, Ltd.

J
AVELIN and Bradford main agents, spares and service specialists.—Nottingham House, 235-9, Hanmer-smith Rd., W.1. Tel. 4011-2. [0415]

MILESTONES (SERVICES) LTD., main agents Javelin, Bradford vans and trucks.

LARGEST stock spares in Southern England, immediate despatch, trade or private.—Tel. Erith 2469, 2629, 308, Erith Rd. Beoley Heath. [0571]

JOWETT-BRADFORD.—For quick repairs or any spares try Hunting's Jowett Agency, Harrow 1906.

CROYDON.—Godfrey's, Ltd., for full Jowett service and comprehensive range of spares.—228-234, London Croydon, Croydon 3641. [0463]

FOR full Jowett service and comprehensive range of spares.—Moon's Motors, Ltd., Dorset House, Marybone Rd., N.W.1. (Welbeck 7988.) [3247]

KINGSTON-ON-THEMES main agents for Jowett.—3, W. Wilson, Ltd., 1, Weston Park, and 94, Eden St., Kingston 220-2. [6618]

A
V. MOTORS, Ltd., Park Rd., Teddington, Middlesex. Tel. Kingston 0710. The Jowett specialists and main agents; over 28 years' Jowett experience; spares and service. [10759]

LAGONDA

B
ROOKLANDS, AGONDA distributors for London.

H
AVE for show, demonstration and early delivery the new 2.6-litre saloons and coupes; details and catalogues available on request.

1939 series Lagonda V.12 sports saloon, maroon, beige leather; serviced by manufacturers. New Bond St., London, W.1. Tel. Mayfair 103-8351. [2997]

DICKS CAR SALES, offer:—

1935 Lagonda 4½-litre sports saloon, genuine 90 m.p.h., excellent car: £495. [3289]

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [3289]

HAIRDOL RADFORD & CO., Ltd.

O
FFICIALLY appointed Lagonda retailers.

S
ALES and service at Melton Court, South Kensington, London S.W.7. Kensington 6642 (5 lines). [0264]

4½-litre Lagonda 2-door saloon, black, in excellent condition; £500. [1967]

HUNDERFORD MOTORS, Ltd., 201-3, Upper Richmond Rd., S.W.15. Putney 0222 and 3360.

4½-litre 4/5-seater drop head V.12 Lagonda, registered 1948, dark blue coachwork, beige leather upholstery, 10,000 miles, £1,000. [1968]

O
FFERED for the above car which has been maintained in first class condition.

MESSRS. GREENWOODS BUILDING INDUSTRIES, M.t.d., Salem Works, Lees Rd., Oldham. [1967]

1938 Lagonda saloon, 4½-litre coupe de ville, in good condition, almost like new; £1,295.—Bella's Service Garages, 144, London Rd., Kingston-on-Thames, Kingston 1185. [3407]

L
AGONDA 16/80 1933 special 2-seater by makers, one previous owner, very rare, spotless, twin horns, etc., car excellent, tax £350.—Fenton Bedminster Mansions, Wormhill, nr. Sittingbourne, Kent. [3408]

L
AGONDA 3-litre (Oct., 1929), stored carefully 11 years, body modernised to open 2/3-seater, black with red upholstery, new wheels, 5 new tyres, new dynamo and new battery, completely rewired, rechromed P100 headlamps, in good order; £250.—Cressey, Long Sutton, Linlithgow, Tel. 23550. [3182]

1937 Lagonda 4½-litre coupe, lavender grey maroon hood, 51,000 miles. Acc discs, radio, just fitted Newton telescope shock absorbers, a magnificent car in outstanding condition throughout, delivery anywhere; £695.—Remfry Motors, 363 Anlaby Rd., Hull. Tel. Hull 23550. [3180]

1936 4½-litre Lagonda d/head coupe, offered on behalf of client, black with blue interior three new tyres, two fair, fitted radio, taxed to Dec.; any trial by appointment; £600 or near offer.—Hemera, North St., Ashby-2. Tel. 106. [19676]

DAVIES MOTORS, Ltd. (Managing Director, J. E. Davies, 20 years Service Manager to Lagonda, Ltd.), offer wide selection of used Lagonda cars, including a 2½-litre 4-door, 2½-litre 4-door, open tourer, 1938 3½-litre saloon, 3-litre tourer; 5-litre saloon; and 2-litre high chassis tourer, in excellent condition, at £250.

273 London Rd., Staines. Tel. 3457-8, or (private) 2127.

1936 Lagonda, one of the two actual works cars built nearly 20 years ago for Le Mans, lapped Brooklands at nearly 140 m.p.h. full weather equipment, absolutely ideal car for Silverstone Club races, etc. expensive build just completed, Brighton speed trial time 32 sec.—Anthony Crook Motors, Ltd., Bristol distributors, Caterham Hill, Surrey. Tel. 2223/3. [3482]

£545 Super Lagonda 4½-litre sportsman's model, painted salmon almost unpainted, distinctive coachwork, finished in black and chrome with elegant interior furnishings in elephant grey leather; whole host of special features and refinements including radio. Andre telecontrol shock absorbers with separate shock absorber for front wheel, Praxim gauge, P.100's special gauges, in fact every luxury that money can buy; the late owner spared no expense in the matter of upkeep and maintenance, and it is hardly surprising to find that the mechanical condition literally leaves nothing to be desired; everything on the car, the way it looks, the way it drives, the way it handles, is its utmost distinction; a car in a class of its own this Lagonda must be seen and driven to be appreciated.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue; hire purchase; part exchanges; free delivery. [5092]

Lagonda Cars Wanted

D.C.S.

The Lagonda buyers.

DICKS CAR SALES, 385-401, High Rd., Kilburn, N.W.8. Maida Vale 6888-9. [5272]

OWLAND SMITH'S, the Lagonda buyers.—Hampton High St. (Hampstead Tube). Ham. 6041. [2713]

1938 3½-litre Lagonda 6-cyl d.h. foursome coupe or saloon.—J. F. Crawley, Western 6015. [2713]

LAGONDA 1.8-litre limited number of home-sale orders now acceptable; used models always wanted.—Lagonda House, 78, Russell Parade, N.W.1. Spec. well 6011 (ten lines). [2028]

Lagonda Spares and Service

LAGONDA owners are advised to contact the manufacturers for service, overhauls and spares for the 4½-litre and V.12 models; service engines in stock.

AGONDA, Ltd., Service Department, Victoria Rd., L.Feltham, Middlesex. Tel. 2291. [1908]

D 20 years' service managed to Lagonda, Ltd., we are concentrating on the servicing and rejuvenation of pre-war Lagondas; we have revolutionised the ride of early models and we now offer a reliable conversion on pre-war cars with i.f.s.

273 London Rd., Staines. Tel. 3457-8, or (private) Walton 1562. We are open on Saturday mornings. [2027]

LAMMANS GRAHAM

GRAHAM 25hp Custom saloon de luxe, exceptionally G good throughout, new in April 1938, but only done 14,000 miles, radio, supercharger, tyres as new, 5-100mph in top gear with English carburetors; car that catches the eye: £635.—Shepperton Supplies Co., Ltd., Walton 2322. [2804]

LANCHESTER

LONDON CARS, offer:—

2 charming Lancasters, namely 1939 11hp model, in 2 immaculate condition, mechanically excellent, £435; and 1934 10hp saloon, extremely well preserved and mechanically good: £185.—London Cars, 592-6, Greenford Rd., Greenford, Middx. Waxlow 2643. [3471]

1949 10-litre 100% condition as new, £995. [2233]

JOHN WILSON AUTOS, Ltd., Sanderstead Rd., South Croydon. Sanderstead 4260. [2233]

STRATSTONE, Ltd., Lancaster specialists, offer:—

1947 Lancaster 10hp saloon, blue with blue leather, excellent condition; £895. [2075]

1937 3½-litre Lancaster 14 Roadrider de luxe saloon, guaranteed: £320; payments: Oldfield, 4, Russell Dene, Kensington. Park 7780. [3248]

1939 Lancaster 14hp sports saloon with synchromesh mesh gear box, in first-class condition and has been carefully taken care of for 5 months: £250. [2510]

TANKARD & SMITH, Ltd., 226-232, High Rd., Totternham. Tel. 3291. [3205]

PINK (BOURNEMOUTH), Ltd., engaged exclusively in the distribution of Daimler and Lancaster cars, consult us when buying or selling: all spares and every service.

DAIMLER House, Bournemouth. Tel. 5405. [10545]

Lancaster Cars Wanted

C
M

THE CAR MART, Ltd., London distributors, wish to purchase Lancster cars.—150, Park Lane, W.1. Grosvenor 5454. [2027]

CONDON CARS, 345-355, Park Lane, W.1. Grosvenor 5454. [2027]

OWLAND SMITH'S, the Lancaster buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [2286]

CASH buyers of low-mileage Lancaster 10s; distance no object.—Hattone, Lord St. Southport. Tel. 2282.

BRITISH & COLONIAL MOTORS, Ltd., require good Lancasters.—Upper St. Martin's Lane, W.C.2. Tel. 3598. [3350]

Lancaster Spares and Service

ACOT MOTOR, Ltd.—Freeselector gear boxes; ex-

change and repairs.—169, Fulham Rd., S.W.3. [2027]

ANSCHESTER and Daimler spares, large stock.—

L. spares, gaskets, etc., for most models.—Allens, Victoria Rise, Clapham, S.W.4. Macaulay 4199 and 6252-5. [3180]

LANCIA

CHIPSTEAD MOTORS, Ltd.—See Sports Cars column. JOHN S. TRUSCOTT, Ltd., for Lancia Aprilia, first-class examples are offered.

PRESENT stock includes 2 unique post-war 2nd series 1486 cc models.

LSO one particularly good 1939 de luxe saloon.

A
FULL details of these and other models on request.

EXCHANGES: deferred terms.

JOHN S. TRUSCOTT, Ltd., 173, Westbourne Grove, W.11. Bay 4274. [3119]

1939 Lancia Aprilia, moderate mileage, magnificent condition.—For further particulars apply to Gavin Fairfax, Ltd., Virginia Water, Surrey. [3303]

£545 excellent appearance, bodywork, chrome, etc., performance and mechanically very good; many others.

ENMOTORS, 1, Clarence Rd., Holland Park, London W.11. W.1. 5066/7. Open Mon. to Sat. 9-6 (50 yds. Holland Park Tube). [2700]

JOHN S. TRUSCOTT, Ltd., urgently require Lancias, exceptional prices offered for low mileage really well-kept examples.—173, Westbourne Grove, W.11. Bay 4274. [3124]

1939 Lancia Aprilia saloon, grey, red leather, well maintained car, open to any examination. E. P. Breen, High Rd., W.1. Tel. 2041. [2586]

ANCI Astura short chassis, mileage 36,000, colour black, only 2 owners, pillarless saloon by Farrins, recently recirculated and in excellent condition: £750.

BREY BROTHERS, Ltd., Kensington 2468. [2724]

£325 1935 August 12hp standard pillarless saloon, in very good condition, above average condition, 2 owners, full history available.—Alton Garage, The Alvia People, 17, Brook Mews, North Craven Rd., Padd. 3952 and 4710. [3525]

Lancia Cars Wanted

L
ANCIA Astura short chassis, mileage 36,000, colour

black, only 2 owners, pillarless saloon by Farrins, recently recirculated and in excellent condition: £750.

BREY BROTHERS, Ltd., Kensington 2468. [2724]

£325 1935 August 12hp standard pillarless saloon, in very good condition, above average condition, 2 owners, full history available.—Alton Garage, The Alvia People, 17, Brook Mews, North Craven Rd., Padd. 3952 and 4710. [3525]

Lancia Spares and Services

L
ANCIA Aprilia wanted and rare.—T. P. Breen, High Rd., W.1. Tel. 2041. [2586]

EVILL DAVIES & MARCH, Ltd., will buy second-hand Lancias.

K
H
ANDY Davies & March, Berkeley 2563. [5058]

L
ANCIA Aprilia latest models wanted.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19 Rus. 2674-5. [2077]

Lancia Spares and Services

L
ANCIA Aprilia wanted and rare.—T. P. Breen, High Rd., W.1. Tel. 2041. [2586]

CHARLES FOLLETT, Ltd., sole distributors, London and Home Counties, offer:

1949 14hp black, beige leather, one owner, 12,000 miles, carefully maintained and guaranteed: £1,395.

1948 14hp 4-door saloon, black, 14,000 miles, maintained by our own service station, £1,025.

B
BERKELEY 14hp, 2½-litre special shooting brake, maroon and light oak, £955.—S. Morris & Co., 29-31, Edgware Rd., London, W.2. Tel. Pad. 3018-6. [1562]

CHARLES FOLLETT, Ltd., Lea-Francis distributors for London and the Home Counties, are always glad to hear from Lea-Francis owners.

SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

OFFICIAL Lea-Francis London Service Station, S. Works and Stores, W.6. Riv. 1413. [1863]

12
LEA-FRANCIS London Service Station, Wellesley Ave., W.6. Riv. 1413. [1863]

LEA-FRANCIS CARS, Ltd.

LEA-FRANCIS CARS, Ltd.,

SPARES and service for all models from the manufacturers.—Head Office and Works: Much Park St., Coventry, Tel. 60204-5-6. [1032]

CHARLES FOLLETT, Ltd., sole distributor for Home Counties, Bucks. and Sussex.

SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

SPARE parts

SERVICE: 12, Wellesley Ave., W.6. Riv. 1413. [1853]

LINCOLN LINCOLN ZEPHYR

£795—Magnificent limousine by Lincoln, genuine 1937 Motor. Show over £2,500, since had only known millionaire owner who even one year ago spent £400 overhauling this vehicle, literally the last word in limousines, the Rolls-Royce of America at absolutely give-away price: 3 months' guarantee; hire purchase, £250 per month.

ALBES OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. [3515]

Car Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., urgently require all model Lincoln.—Wembley 3903. [7019]

LINCOLN-ZEPHYR

INCOLN-ZEPHYR 1936, 37hp 4-door saloon, especially suitable for car hire or hackney carriage work, interior trim, exterior trim, comfortable.

CHASESIDE MOTOR CO., Ltd., 620, Great Cambridge Rd., Enfield, Middx. [2803]

LLOYD

399—1949 Lloyd 600cc roadster, colour mall red with light brown leather upholstery, carefully maintained, Raymond Way, Canterbury, Rd., Kent. [3483]

TANKARD & SMITH, Ltd., offer 1949 Lloyd 600cc roadster, in red with beige leather, very small mileage, as new in every way, £425; 3 months' written guarantee; also 200 1948-9 600cc used cars of all makes.

—1948, Kings Rd., S.W.3. Tel. Flaxman 4801-2-3.

MERCEDES-BENZ

32/250 sports 4-seater, in perfect condition and maintained regardless of cost, any trial; £450.—Hawthorn Rd., Wallington, Surrey. Tel. Burgh Heath 1041 after 7.30 p.m. [3156]

MERCEDES-BENZ (Gt. Britain), Ltd., offer:—

1939 type 170V, 14hp with Continental steering, black with grey cloth upholstery, low mileage, in excellent condition, first registered July 1950. [1342]

MERCEDES-BENZ razor-edge saloon, Freeston's, Webb body, 38.4hp, supercharger and overdrive, first registered 1939, mileage 22,250, 6 new tyres, exceptional car, in showroom condition; £1,750.—Box 7115.

CHIPSTON MOTORS, Ltd., Onslow Garage, 197, Fulham Rd., Kensington, S.W.3. 1939 M.G. 2-litre, foursome drop head; 36/220 s/c sports 2+2-seater; 1937 (March) 500K s/c roadster 2-seater; 1937 540K s/c 2+2-seater drop head, immaculate; 1939 540K s/c 2+2-seater drop head, immaculate; all in first class condition, choice of many others and we are also keen buyers.—Flaxman 0056 and 7253.

Mercedes-Benz Spares and Service

MERCEDES-BENZ (GREAT BRITAIN), Ltd., Sales, M. Service and Spares, 111, Grosvenor Rd., S.W.1. Victoria 8715-6. Night Service: Victoria 3144. [1043]

MERCURY**SIMPSONS MOTORS** offer:—

1948 first registered Mercury brougham saloon, 2-door, left-hand drive, radio, heater, seat covers, window washers.

SIMPSONS MOTORS (WEMBLEY), Ltd. (American Car Specialists), Wembley 3905. [1381]

Mercury Cars Wanted

COWLEY MOTORS, the Mercury buyers.—Cowley Motors, 473, Cranbrook Rd., Ilford, Essex. Tel. Valentine 1066. [2906]

M.G.**CAR MART**, Ltd.

1949 M.G. 1½-litre saloon, radio, 5,000 miles; £1,175.

1949 M.G. T.C. model 2-seater, 11,000 miles; £765.—Car Mart. Ltd., 320 Euston Rd. [3452]

BROOKLANDS

1949 M.G. T.C. sports 2-seater, choice of two, small mileage.

New Bond St., London, W.1. Tel. Mayfair 8351-6. [2999]

E LITE MOTORS offer:—

1938 M.G. T.A. 2-seater, black with green interior, mileage only 43,000, excellently maintained by last owner, condition definitely above the average, very good, well-maintained equipment and tyres; £399.

ELITE MOTORS, 99A-961, Garratt Lane, Tooting Broadway, Tel. Balham 2474, four lines. [2884]

WOODBAIN CARS offer:—

£185—M.G. 8hp J2 open sports 2-seater, in very good condition throughout, twin carbs, 4 speeds, knock-on wheels, slab tank etc. etc.

£185—M.G. 12hp K-type Magnette open 4-seater, British racing green, magnificent lines, runs extremely well.

MANY other M.G.s in stock.—Woodbain Cars, M.G. Specialists, 6 and 10, Eton Garage, Eton Ave., Swiss Cottage, N.W.3. Primrose 9435. [2983]

DICKS CAR SALES, Ltd., offer:—

1939 M.G. 18hp drop head coupé, very fast and attractive sports car; £475.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [3291]

NORMAN NEILL, Ltd., offers:—

4 M.G. Midgets, above average condition; prices from £240.

NORMAN NEILL, Ltd., 14-17, Regent Parade, Brighton, and Sutton (near station), Tel. Bellwood 5403-5. Vigilant 4393.

CHARLES FOLLETT, Ltd., offer:—

1948 M.G. T.C. 2-seater, red, beige leather, 17,000 miles, one owner, checked over, condition above average; £675.

18 Berkeley St., W.1. May 6286.

SERVICE Works and Stores: 12, Wellesley Ave., W.6. RIV. 1413. [2979]
WARWICK WRIGHT, Ltd., offer:—

1947 M.G. 1½-litre T.C. sports 2-seater, black, red leather, 19,000 miles; £650.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [1347]

1949 (Oct.) T.C. M.G. 8,000 miles, perfect; Gloucester, centre, Box 140. [2667]

1949 M.G. 2-seater, black, red leather, 10,000 miles, choice of three.

IPCO, Ltd., 16, Albemarie St., Mayfair, W.1. Regent 2952-4. [3151]

1948 M.G. 2-seater, cream, green upholstery, 10,000 miles, carefully used; £650.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1. (Mayfair 5951); and 12, Chelsea Manor St., S.W.3. (Flaxman 8181).

EARTS, of Kingston, M.G. specialists, sales, spares, repairs.—102, London Rd., Kingston Tel. Kin 5343.

PERFORMANCE CARS, of Daleham Mews, Belize N.W.3. (Ham. 1111), offer with 3 months' guarantee:—

T.A. 2-seater, £385; 1935 L type 2-seater, £235; 1934 P.A. 2-seater, supercharged, £300; 1935 M.G. 2-seater, £350; 1936 1938 (£255); 1940 M.G. 2-seater, 8,000 miles, £1,020. [1348]

1949 M.G. 2-litre drop head, luggage carrier.—Beardmore, 26, Queensway, W.2. Bay 0136. [1340]

GORDON CARS (LONDON), Ltd., 1949 M.G. T.C. roadster, cream, 6,000 miles.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [3040]

1947 M.G. T.C. owner got new car; £490, only wants seeing.—D. Creed, 165, Goldhawk Rd., Shepherd's Bush 3774.

RELTANT sale 1946 (Sept.) T.C. just fitted recond. engine, gearbox, usual extras, thorough sound, cost over £400; £207. [1654]

1946 M.G. Midget, low mileage, many extras; £575.—Barnes Garage, 315, Finchley Rd., Hampstead, N.W.3. Ham 2221. Mai 1627. [1654]

£435—August 1938, M.G. 2-litre drop head coupe, genuinely exceptional example, excellent condition, all road tested; private.—22, Norfolk Ave., Cleveleys, near Blackpool. [2670]

R**OWLAND SMITH'S** the Morgan buyers.—Hampstead High St. (Hampstead Tube), Ham 6041. [1049]

CASH immediately for good Morgan.—H. F. Edwards, 28, Upper High St., Epsom 9400. [1321]

RAYMOND WAY, the hire purchase specialists, are stocking Morgan and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044; open till 7 p.m. six days a week. [1348]

Morgan Cars Wanted

R**OWLAND SMITH'S** the Morgan buyers.—Hampstead High St. (Hampstead Tube), Ham 6041. [1049]

CASH immediately for good Morgan.—H. F. Edwards, 28, Upper High St., Epsom 9400. [1321]

RAYMOND WAY, the hire purchase specialists, are stocking Morgan and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [1313]

1939 2-litre M.G. 4-door saloon, S.A. black, recently fitted works reconditioning, complete with H.M.V. radio and two spare wheels; £500.—Sunderland Cabinet Works, Sunderland 57116. [1312]

1947 (July) M.G. T.C. open 2-seater, red with red upholstery, overdrive, genuine mileage 17,000 miles, H.M.V. radio; price £650.—Shuker & Son (Shrewsbury), Ltd., Tel. 2001, Ext. 10, Shrewsbury. [1273]

365 gns.—M.G. Midget, 1937 model, 10hp T 2-seater. [1312]

black, red leather, radio, carefully used, excellent condition, 1st open, 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [1337]

1949 (April) M.G. T.C. open 2-seater in green with green leather, one owner, 8,000 miles, as new. £750.—1949 (March) G. 1½ saloon, grey and green with green leather, 10,000 miles, perfect; £750.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [1422]

1939 M.G. 2-litre 4-seater tourer, perfect condition throughout, both mechanically and coachwork, fast, quality car at sensible price, offered on private owner's behalf at £315 in Carlisle. [1422]

1949 M.G. 1½-litre 4-seater tourer, perfect condition throughout, both mechanically and coachwork, fast, quality car at sensible price, offered on private owner's behalf at £315 in Carlisle. [1422]

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- M**ERRIS 8 1936 saloon, 2-door, black, taxed, new engine. £310.—Worthing 6123. [5208]

1948 Morris 8, one owner, low mileage, perfect condition; £625; 3 months' guarantee. **CARRIS MOTORS**, Ltd., Lewisham Bridge, S.E.15. [3363]

1936 Morris 8 4-seater tourer, very reasonable condition, coachwork good, taxed: £150. **TIMMIS MOTORS**, Colindale Rd., Upper Richmond Rd., S.W.15. Tel. Putney 5393-4. [3555]

1946 Morris 8 saloon, black, brown leather upholstery, 21,000 miles. Immaculate condition. **EUSTACE WATKINS**, Ltd., 12, Berkeley St., W.1 (Mayfair 5951); and 12, Chelsea Manor St., S.W.3 (Fitzrovia 5181). [2879]

£575—1947 (Oct.) Morris 8 saloon, black, brown leather upholstery, low mileage, one careful owner. **M AYKIN & HARRISON** (MOTORS), 492-6, High Rd., Chiswick, Chiswick 0558/2619. [3252]

1946 (December) Morris 8 4-door saloon, black, one owner: £525.—Cranmore. Tel. 2040 Potters Bar. [2413]

1938 Morris 8 2-door saloon: £260.—Johnstone Service Garage, 1a, Mildmay Ave., N.1. [3278]

1947 Morris 8 2-door saloon, black, 14,000 miles, excellent condition throughout: £550; no offers.—Barrett 6663. [5203]

1939 Morris 8 saloon Series E 2-door, in very good condition; £375; also 1938 Morris 8 saloon, very clean car: £325. **FERRARIS** OF CRICKLEWOOD, Ltd., 200-220 Cricklewood Broadway, N.W.2. Gla. 2234. [3569]

1938 Morris 8 saloon, black, 14,000 miles, 1938 USE offer: 1948 Morris 8 saloon, black, 8,000 miles: £675.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mou. 4244. [1181]

LO'DONNELL BRIDGE MOTORS, Ltd. (Morris dealers), offer the following pre-war Morris 8 cars selected for their outstanding condition:

1939 Series E 2-door de luxe saloon, blue: £395.

1939 Series E 4-seater tourer, maroon: £350.

1937 4-door saloon, blue/black: £275.

1935 2-door de luxe saloon, blue/black: £225.

LO'DONNELL BRIDGE MOTORS, Ltd., Earley, nr. Reading, Berks. Reading 61602. [3368]

1938 Morris 8 2-door saloon, black with red leather upholstery: £220.—Tankard & Smith, Ltd. [97] Peckham Rd., S.E.15. Roden 2051. [2938]

1947 Morris 8p 2-door fixed head saloon: £500.—John W. Whalley, London Rd., Bishop's Stortford, est. 1922. Tel. 181 and 182. [1154]

1936 Morris 8 2-door saloon, black with blue leather upholstery: £218.—Tankard & Smith. [2937]

LAUREL 12, Morris 8 de luxe saloon, 4 doors, sun roof, etc.: £250; cannot be faulted: £210 or offer. Kings Motors, 1, High St., Hounslow. Tel. 3326/16. [1584]

RAYMOND WAY, the hire-purchase specialists, are still buying Morris 8s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5364]

MORRIS FOURTEEN

£245—1936 Morris 14 4-door saloon, sun roof, black, good tyres, taxed, excellent mechanical condition, cellulosic paint. **X.L. SERVICE** STATION, Kingston Vale, S.W.15 Klin. 8333. [3237]

1939 Morris 14 saloon, excellent condition throughout: £350.—T. Morris 12 buyers. [3079]

MORRIS 14, saloon, 1938, Series 3, recellularised by makers 2 years ago, 3 new tyres, one owner.—Talbot Garage, Ltd., 12, Station Rd., Henley-on-Thames. [1581]

375 gns.—1939 Morris 14 4-door sun saloon, black, first-class condition; £135 deposit.—George Clarke (Motors), Ltd., 278, Brixton Hill, S.W.2. Tulse 3211. [3240]

325 gns.—Morris 14 1939 de luxe 4-door saloon black, sliding head, brown leather, very good condition; terms: exchanges: list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [3386]

MORRIS TWENTY

BIRMINGHAM.—1950 model saloon, green, H.M.V. radio and heater, tax paid, total mileage 4,500 only, any car in part exchange.—Hatch Motors, Ltd., 71, Broad St., Birmingham. Midland 2437. [3015]

MORRIS TWENTY-FIVE

1937 Morris 25hp saloon, one owner, very good condition; £215.—Reeves Motors, Grand Parade, Forty Lane, Wembley. Arnold 3004 [1662]

MORRIS OXFORD

CAR MART, Ltd.

1949 Morris Oxford saloon, 1,000 miles: £1,095.—**Car Mart**, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [3442]

PHILIP RICKARDS, Ltd., offer:—

1949 Morris Oxford, black/brown, 3,000 miles as new, 4, Brick St., Park Lane, London, W.1. Grosvenor 4772/3. [3065]

PHILIP RICKARDS, Ltd., offer:—

1949 Morris Oxford, green/beige, 7,000 miles, perfect, 4, Brick St., Park Lane, London, W.1. Grosvenor 4772/3. [3066]

WARWICK WRIGHT, Ltd., offer:—

1949 Morris Oxford saloon, platinum grey, beige leather, 6,000 miles: £1,075. **WARWICK LIGHT**, Ltd., 150, New Bond St., W.1. Mayfair 9761. [1344]

1949 Morris Oxford saloon, green, perfect order: £550.—Bowman's Garage, Webridge. [1647]

1949 (Sept.) Morris Oxford saloon, black, as new: £950.—Grove Motors, North Rd., Southall. [3477]

1949 Morris Oxford, heater, loose covers, 2,000 miles: £100.—Broadway Motors, 67, High St., Hounslow. Tel. 0175. [1982]

GORDON CARS (LONDON), Ltd.—1949 Morris Oxford saloon, black, 1,000 miles.—Gordon House, 375, Euston Rd., N.W.1. London 6611. [2000]

1949 Morris Oxford saloon, green, 2,000 miles: £955.—L.F. D. Dove, Ltd., 111-115 Addison Road, Croydon. Addison 3064. [1647]

1949 Morris Oxford saloon, black with white upholstery, 8,000 miles, as brand new: £965.—Parsons, Elm High Rd., Wisbech. [3170]

1949 Morris Oxford saloon, nominal mileage: £950.—Jack Rose, Ltd., Stafford Rd., Watlington, Surrey. Watlington 667/6. [2001]

1949 Morris Oxford saloon, 7,000 miles, one private owner, as new: £1,025.—Talbot Garage Ltd., 12, Station Rd., Henley-on-Thames. [3552]

JARVIS & SONS, Ltd., offer: 1949 Morris Oxford saloon, grey, low mileage, as new: £995.—Morris House, Morden Rd., S.W.19. Liberty 4856. [1560]

1949 Morris Oxford saloon, green, beige upholstery, 11,000 miles, as new: £925.—Northways Garage, Swiss Cottage, N.W.3. Primrose Hill. [3492]

Morris Oxford Cars Wanted

CAR MART, Ltd.

THIS CAR MART, Ltd., wish to purchase Morris Oxford cars.—150, Park Lane, W.1. Grosvenor 3434. [0717]

IREQUIRE post-war Morris Oxford urgently.—30, Rycroft Rd., S.W.16. Tulse Hill 1288 (day).

MORRIS SIX

CAR MART, Ltd.

1949 Morris Six saloon, 10,000 miles: £1,165.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [5447]

TOM GARNER, Ltd., offer:—

1949 Morris Six saloon, black with beige leather, 4,000 miles, 1938 model: £1,000 miles only. **TOM GARNER**, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [12760]

SEAUL & SLATTER, Ltd., offer:—

1949 Morris Six, black with brown upholstery, 7,000 miles, in immaculate condition throughout: £1,140. **SEAUL & SLATTER**, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [12760]

PHILIP RICKARDS, Ltd., offer:—

1949 Morris Six, maroon, beige, 12,000 miles, interior, 600 miles: £1,275. **H. A. SAUNDERS**, Ltd., offer:—

1949 Morris Six, maroon, black with brown leather interior, 600 miles: £1,275. **H. A. SAUNDERS**, Ltd., Austin House, High Rd., North Finchley (100 yds. north of Tally Ho Corner), Hillsdale 0024. [5143]

1949 Morris Six, 8,000 miles, unmarked. **GUY ALFREDS & Co., Ltd.**, 6-7, Warren St., W.1. Euston 3268. [1108]

1949 (Sept.) Morris Six, maroon, 11,000 miles only: £1,440. Long-distance 100 miles.—**OWLAND SMITH'S**, Ltd., 10, King Street, W.1. Astwood Mews, S.W.7. Tulse Hill 2763 (day). [9718]

1949 Morris 12, maroon, black, 1938 model: £1,140. **OWLAND SMITH'S**, Ltd., 10, King Street, W.1. Astwood Mews, S.W.7. Tulse Hill 2763 (day). [9718]

1949 Morris 12, maroon, black, 1938 model: £1,140. **OWLAND SMITH'S**, Ltd., 10, King Street, W.1. Astwood Mews, S.W.7. Tulse Hill 2763 (day). [9718]

RAYMOND WAY, the hire purchase specialists, are still buying Morris 12s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5663]

MORRIS TWELVE

H. A. SAUNDERS, Ltd.

1937 Morris 12 saloon: £325.

H. A. SAUNDERS, Ltd.

1937 Morris 12 saloon: £375.

H. A. SAUNDERS, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [3079]

£95—Morris 12p tourer, new hood, excellent condition. 1931, write: 5, Cleghorn Court, Sutton, Surrey. [2672]

Morris Twelve Cars Wanted

ROWLAND SMITH'S, Ltd., 10, King Street, W.1. Astwood Mews, S.W.7. Tulse Hill 2763 (day). [9718]

RAYMOND WAY, the hire purchase specialists, are still buying pre-war Morris 12s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5364]

MORRIS FIFTEEN

£245—1936 Morris 14 4-door saloon, sun roof, black, good tyres, taxed, excellent mechanical condition, cellulosic paint. **X.L. SERVICE** STATION, Kingston Vale, S.W.15 Klin. 8333. [3237]

1939 Morris 14 saloon, excellent condition throughout: £350.—T. Morris 12 buyers. [3079]

MORRIS 14, saloon, 1938, Series 3, recellularised by makers 2 years ago, 3 new tyres, one owner.—Talbot Garage, Ltd., 12, Station Rd., Henley-on-Thames. [1581]

375 gns.—1939 Morris 14 4-door sun saloon, black, first-class condition; £135 deposit.—George Clarke (Motors), Ltd., 278, Brixton Hill, S.W.2. Tulse 3211. [3240]

325 gns.—Morris 14 1939 de luxe 4-door saloon black, sliding head, brown leather, very good condition; terms: exchanges: list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [3386]

MORRIS TWENTY

BIRMINGHAM.—1950 model saloon, green, H.M.V. radio and heater, tax paid, total mileage 4,500 only, any car in part exchange.—Hatch Motors, Ltd., 71, Broad St., Birmingham. Midland 2437. [3015]

MORRIS TWENTY-FIVE

1937 Morris 25hp saloon, one owner, very good condition: £215.—Reeves Motors, Grand Parade, Forty Lane, Wembley. Arnold 3004 [1662]

MORRIS OXFORD

CAR MART, Ltd.

1949 Morris Oxford saloon, 1,000 miles: £1,095.—**Car Mart**, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [3442]

PHILIP RICKARDS, Ltd., offer:—

1949 Morris Oxford, black/brown, 3,000 miles as new, 4, Brick St., Park Lane, London, W.1. Grosvenor 4772/3. [3065]

PHILIP RICKARDS, Ltd., offer:—

1949 Morris Oxford, green/beige, 7,000 miles, perfect, 4, Brick St., Park Lane, London, W.1. Grosvenor 4772/3. [3066]

WARWICK WRIGHT, Ltd., offer:—

1949 Morris Oxford saloon, platinum grey, beige leather, 6,000 miles: £1,075. **WARWICK LIGHT**, Ltd., 150, New Bond St., W.1. Mayfair 9761. [1344]

1949 Morris Oxford saloon, green, perfect order: £550.—Bowman's Garage, Webridge. [1647]

1949 (Sept.) Morris Oxford saloon, black, as new: £950.—Grove Motors, North Rd., Southall. [3477]

1949 Morris Oxford, heater, loose covers, 2,000 miles: £100.—Broadway Motors, 67, High St., Hounslow. Tel. 0175. [1982]

GORDON CARS (LONDON), Ltd.—1949 Morris Oxford saloon, black, 1,000 miles.—Gordon House, 375, Euston Rd., N.W.1. London 6611. [2000]

1949 Morris Oxford saloon, green, 2,000 miles: £955.—L.F. D. Dove, Ltd., 111-115 Addison Road, Croydon. Addison 3064. [1647]

1949 Morris Oxford saloon, black with white upholstery, 8,000 miles, as brand new: £965.—Parsons, Elm High Rd., Wisbech. [3170]

1949 Morris Oxford saloon, nominal mileage: £950.—Jack Rose, Ltd., Stafford Rd., Watlington, Surrey. Watlington 667/6. [2001]

1949 Morris Oxford saloon, 7,000 miles, one private owner, as new: £1,025.—Talbot Garage Ltd., 12, Station Rd., Henley-on-Thames. [3552]

JARVIS & SONS, Ltd., offer: 1949 Morris Oxford saloon, grey, low mileage, as new: £995.—Morris House, Morden Rd., S.W.19. Liberty 4856. [1560]

1949 Morris Oxford saloon, green, beige upholstery, 11,000 miles, as new: £925.—Northways Garage, Swiss Cottage, N.W.3. Primrose Hill. [3492]

Morris Spares and Service

LARGEST and quickest spares service in the South of England.—Hewens Garages, Ltd., Reading. Tel. 4436. [0206]

FOR Morris mudguards, running boards, 1930-46. **F**Brooks 5 and 6. **F**rederick Place, Brighton. Brighton 21147. [0384]

OLDSMOBILE

1937 Oldsmobile saloon, fine order, appearance like new. **GUY ALFREDS & Co., Ltd.**, 6-7, Warren St., W.1. Grosvenor 3268. [1111]

DISTRIBUTORS (RAWLINEY), Ltd., Sales, Service Dept., Blinlsey Heath, Nr. Lingfield, Surrey. Tel. Lingfield 330-1. [0798]

1949 Series 7, Oldsmobile saloon, completely re-sleeved engine, radio fitted, wonderful bargain: £475. **W**ALTON-ON-THEMES MOTOR CO., Ltd., Walton-on-the-Thames. Tel. 2268. [2004]

JACK OLDING, Ltd., 8-10, North Audley St., W.1. Morris retailers require cars in first-class condition. Tel. 01841.

APROACH us first before disposing of your Morris car.—Tankard & Smith, Ltd., 194-198, Kings Rd., S.W.3. Flaxman 4801-2. [1607]

WWE are cash buyers of all Morris post-war models. **W**The Garage, Moor Co., 335-355, Euston Rd., London, N.W.1. Euston 7751. [0681]

Morris Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Morris buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0979]

MORRIS 12, maroon, black, 1938 model: £86. Chalk Farm Rd., N.W.1. Guy 2767. [0624]

CASH immediately for good Morris.—H. F. Edwards, 28, Upper High St., Epsom 9400. [3322]

CAFFYNS LTD., are good buyers of post-war Morris cars.—Chapel Rd., Worthing. Tel. 2340. [1987]

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Morris. Wembley 3903. [1801]

URGENTLY required, all makes of Morris cars.—Corribit & Taylor, 22, Conduit Mews, W.2. Almon 6049.

CASH of low-mileage Morris Minor, Oxford and 12, all subject to three months' written guarantee.—198, King's Rd., S.W.3. Tel. Flaxman 4801-2. [0379]

MORRIS cars, 8p and 10hp, 1947 and 1948 models. **M**orris in nice condition, always available; ask us to send you full particulars.—Maudes of Norwich, Ltd. (Morris distributor), 102-110, Prince of Wales Rd., Norwich Tel. Norwich 20541. [0105]

Rowland Smith's, the Morris buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0979]

MORRIS 12, maroon, black, 1938 model: £86. Chalk Farm Rd., N.W.1. Guy 2767. [0624]

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CASH of low-mileage Morris Minor, Oxford and 12, distance no object.—Huttons, Lord St., Southampton. Tel. 2268. [1079]

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LARGEST and quickest spares service in the South of England.—Hewens Garages, Ltd., Reading. Tel. 4436. [0206]

FOR Morris mudguards, running boards, 1930-46. **F**Brooks 5 and 6. **F**rederick Place, Brighton. Brighton 21147. [0384]

OLDSMOBILE

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DISTRIBUTORS (RAWLINEY), Ltd., Sales, Service Dept., Blinlsey Heath, Nr. Lingfield, Surrey. Tel. Lingfield 330-1. [0798]

1939 Series 7, Oldsmobile saloon, completely re-sleeved engine, radio fitted, wonderful bargain: £475. **W**ALTON-ON-THEMES MOTOR CO., Ltd., Walton-on-the-Thames. Tel. 2268. [2004]

£495—dicky, immaculate appearance, good mechanical order.—Traynor Motors, Ltd. Tel. Grangewood 2530. [1563]

1947 Oldsmobile Hydramatic foursome convertible, power radio, hood, radio and heater, low mileage, as new.—Seymour Cecil & Co., 100, Gt. Portland St., W.1. Museum 9692. [1567]

1947 Oldsmobile 4-door saloon, first registered 1945, chrome, chipped, radio, heater, covers, low mileage, as new.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557-6970. [1991]

LDSMOBILE main dealers for London, Middlesex, Essex and adjoining counties.—Lex Garages, Ltd. Service: 2, Lexington St., W.1 (Gerrard 8600). Spare Parts: Kensington Place, Campden Hill Rd., W.8 (Park 8611).

Oldsmobile Cars Wanted

COWLEY MOTORS, the Oldsmobile buyers.—Cowley Motors, 475, Cranbrook Rd., Ilford, Essex. Tel. Valentine 1066. [2905]

OPEL

195 gns.—Opel Olympia 1937 12hp saloon, black, very good condition; terms: exchanges: list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [1538]

1936 Riley Merlin silver blue saloon. Shp, mechanically perfect, good appearance. Pre-selector gear; excellent value. £325.—Manning, 12, Fairway S.W.20. Liberty 7338. [3159]

1936 Riley 1½-litre saloon, excellent mechanical gear; bodywork recellulosed black and silver and in faultless condition; fitted wheel discs; handsome, fast and reliable car; offered at the remarkably low price of £375; three months' written guarantee. Riley Garage Ltd., Hanger Lane, Wembley, W.5. Petrelite 4404-5.

£545—Riley 16/4 six-light saloon de luxe, registered November 1939, with manual synchromesh gear change and overdrive, handsomely styled coachwork with immaculate cellulose and leather interior, a five-seater body, tip-top engine, powerful, lively, but with just enough essential economy for which this model is noted, extensive mechanical and chassis overhauls carried out recently, brand new tyres and battery; an exceptional car in exceptional condition.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue; hire purchase, part exchanges, free delivery. [5102]

Riley Cars Wanted

CMT THE CAR MART, Ltd., wish to purchase Riley cars.—150, Park Lane, W.1. Grosvenor 3434. [0969]

DR OWLAND SMITH'S, the Riley buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0983 C.S.]

THE Riley buyers

DICKS CAR SALES, 385-401, High Rd., Kilburn, N.W.5. Maida Vale 6998-9. [15780]

CAFFYNS, Ltd., are good buyers of post-war Riley cars.—Chapel Rd., Worthing. Tel. 2340. [9856]

URGENTLY required, good pre-war Riley.—Hatfield 154, Gt. Fitchfield St., W.1. Langham 0012. [3325]

WANTED, privately, 1½ Riley, under 15,000 miles.

CASH buyers of low-mileage 1½-litre Riley, distance no object.—Huttons, Lord St., Southport. Tel. 2268.

PRIVATELY, Riley 9hp saloon, about 1936, must be exceptional condition.—Price and full details, Box 7206.

BRITISH & COLONIAL MOTORS, Ltd., require 1½-litre Riley cars.—Upper St. Martin's Lane, W.C.2. Tel. 3588. [3359]

PERFORMANCE CARS, of Daleham Mews, N.W.3 (Hampstead 1111), wish to purchase for cash Riley models.

LAKES, Riley distributors, will purchase any non-Covenant Riley cars.—110, Bold St., Liverpool. 1. Tel. Royal 6622. [1775]

JACK ROSE, Ltd., require low mileage post- and pre-war Riley cars.—Stafford Rd., Wallington, Surrey. Wallington 667-716. [1966]

A APPROACH us first before disposing of your Riley car.—Tanks & Smith, Ltd., 194-198, Kings Rd., S.W.3. Faxman 4801-2-3.

MOTOURISTS (LONDON), Ltd., are immediate cash buyers of post-war Riley saloons, under 1938.

E FORD, LTD., 1946-6 1½-2½-litre saloons.

URGENTLY required, 1946-6 1½-2½-litre saloons.

U Rex Neate, Riley Specialist, Shambelhurst Lane, Botley, Southampton. Tel. Botley 132. [13620]

URGENTLY required, low-mileage 1947-9 Riley 1½- or 2½-litre saloon.—Gibsons Sports Cars (Christchurch) Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681.

Riley Spares and Service

ARCOT MOTORS, Ltd.

ARCOT MOTORS, Ltd.—Pre-selector gear boxes; exchange and repairs.—169, Fulham Rd., S.W.5. Kennington 7301. [0238]

BOON & PORTER, Ltd.

RILEY distributors.—Spares and specialised service.—Castelnau, Barnes, S.W.13. Riverside 4444. By Hammersmith Bridge. [0147]

PERFORMANCE CARS for pre-war Riley spares, repairs.—Daleham Mews, N.W.3. Hampstead 1111.

HARTLEY'S for Riley spares and service.—165-171, Stanstead Rd., Forest Hill, S.E.23. Forest 2244.

WHEN in the West consult the Riley specialists; comprehensive stock of spares and immediate attention.—Passay Motors, Ltd., 176, Kellaway Ave., Bristol. 7. Tel. 43069. [10254]

J. JONES (LONDON), Ltd., carry the largest stock of Riley spares in the country; special equipment for mechanical and coach repair.—Carvers Lane, Highgate Rd., London, N.W.5. Gul. 5446. [10092]

RILEY distributors for 29 years.—Comprehensive list of spares; quotation and advice invited; send your engines for complete overhaul by specialists.—Moss's Agencies, Ltd., High St., Leamington Spa. Tel. 67. [1258]

ROLLS-ROYCE

P **B** **L** **T.D.**

ROLLS-ROYCE specialists 40 years.

1937 30hp Rolls-Royce saloon with division by H. J. Mulliner.

25hp Rolls-Royce Tickford with division.

25hp Rolls-Royce sports saloon by Hooper.

25hp Rolls-Royce saloon with division by Park Ward.

25hp Rolls-Royce sports saloon by Hooper.

1931 (first reg. 1931) 40-50hp Rolls-Royce, originally fitted with full length 4-door, 4-light body by Windover, front part original rear section has been modified for carrying goods, colour dark green and brown leather upholstery, has been run on "C" license.

PADDON BROS., Ltd., 60, Cheval Place, South Kensington, London, S.W.7. Ken. 9477-8. [1243]

W **HAROLD PERRY**, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1937 Rolls-Royce Phantom III, body by Windover, brown leather interior, colour dark maroon, car has been completely recellulosed. £685 mechanical overhaul November, 1949, car in immaculate condition; £2,000.

W **HAROLD PERRY**, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [9306]

J

JACK BARCLAY, Ltd.

LARGEST Official Retailers of Rolls-Royce and Bentley; stock 1½-litre and larger models on request. To 12-13 St. George St., Hanover Sq., London, W.1. Tel. Mayfair 7444. [10065]

H

HOFFMANN'S GARAGE, Ltd.

HUDDERSFIELD Rd.

HALIFAX.

GREAT BRITAIN'S leading specialists in Rolls-Royce and Bentley cars.

PROUD members of the Swain Group.

NATIONAL motoring organisation.

ROLLS-ROYCE Phantom III sedan saloon by Windover. Ref. H.5570.

ROLLS-ROYCE Phantom II sports saloon by Barker. Ref. H.4476.

ROLLS-ROYCE Phantom II 4-light limousine by Hooper. Ref. H.5447.

ROLLS-ROYCE 25-30 sports saloon by Hooper. Ref. H.7186.

ALL cars carry our unique six months' guarantee; please write or phone for details to:

OFFERMANNS GARAGE, Ltd.

HUDDERSFIELD Rd.

HALIFAX, Yorkshire.

TEL. Halifax 5944. [2826]

FOXX.

OFFICIALLY appointed Rolls-Royce and Bentley retailers; also official retailers of H. J. Mulliner coachwork; offer a 1939 Park Ward 7-seater sedan saloon, black, 25,000 miles, excellent condition; price £3,250.

H. A. FOX & CO., Ltd., 3-5, Burlington Gardens, Old Bond St., W.1. Tel. No. Regent 7687.

IPPON.

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IPPON BROS., Ltd..

NORTHERN Rolls-Royce specialists since 1905.

1948 Silver Wraith 7-seater limousine by Park Ward.

1937 Phantom III 7-seater limousine by Rippon.

1936 (Nov.) 30hp touring limousine by Rippon.

1935 Phantom II drop head coupe by Gurney Nutting.

1934 25hp 4-door sports saloon by Hooper.

1934 25hp 4-door sports saloon by Hooper.

1934 You can buy with confidence from the largest distributor.

1934 IPON BROS., Ltd., Huddersfield. [0905]

R. C. C. MULLINEY, Ltd., 10, Exhibition Rd., S.E.11. Reliance 4016. [2806]

1938 Rolls-Royce 25-30 Windover saloon, disappearance unknown; 22,000 miles; offers or exchange 25 or Phantoms.

1935 division, attractive body: £1,050.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. [3403]

1935 Rolls-7-passenger limousine starts failing forward, private owner, £1,250; Albert Embankment, S.E.11. Reliance 4016. [2608]

1938 Rolls-Royce 25-30 Windover saloon, disappearance unknown; 22,000 miles; offers or exchange 25 or Phantoms.

1935 division, attractive body: £1,050.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. [3403]

1936 Rolls-Royce 25-30 owner-driver saloon, small division, 22,000 miles; 2 owners; exceptional condition.

Frank Dale, 66, Princess Gate Mews, Exhibition Rd., S.W.7. Ken. 6860. [1726]

1935 (20/25) 25/30hp Hooper limousine; mileage all under 40,000, not ex-hire. From Mr. Mayfield 3561. [1725]

1935 (25/30) 7-seaters, also a 25/30 beamer type hearse; all these vehicles are in first-class condition; for further particulars apply to:

ARTHUR MULLINER, Ltd., Bridge St., Northampton. A Tel. 207. [207]

1932 (Dec.) Phantom II Continental chassis No. 172MS, black, Barker patent sedans-de-ville, nearly new tyres, company chairman's car; offers to Engert, East 1441, or Godalming 1065. [3116]

ROLLS-ROYCE 25-30 limousine (1935) black with R. cloth to rear, roomy 7-passenger, sunshine roof, excellent condition. Stratstone, Ltd., 40, Bermondsey St., W.1. Tel. 4404. [2624]

1938 Rolls-Royce 25-30, first registered 13.9.38, with 7-passenger limousine body by Arthur Mulliner, Ltd., guaranteed mileage 47,000, privately owned and serviced by Rolls-Royce, Ltd.

A. H. R. MULLINER, Ltd., Bridge St., Northampton. A Tel. 207. [2395]

1938 25hp 1936 4-door owner-driven saloon, by Mulliner, black, brown hide upholstery, wireless, perfect condition, set of new tyres included: £1,750.—Shaw, Granby Hotel, Harrogate. [1965]

1931 (2) Rolls-Phantom II limousines, rebuilt 1947, mounted with new streamline bodies, also hearse to match; deferred terms, particulars—Taylor, 37, Elstaston Place, S.W.7. Western 0489. [3470]

1934 Rolls-Royce 25hp owner-driven saloon, with division, cream, attractive body, in very good order indeed: £1,350.—Bells Service Garage, 144, London Rd., Kingston-on-Thames. Kingston 1185. [1965]

ROLLS-ROYCE for sale, Phantom II, close-coupled

R. owner-driver sports saloon by Barker in black with brown leather upholstery, perfect mechanical condition maintained by the makers' regular service.—Write Box 7145.

1936 model Rolls-Royce 25hp 7-passenger Saloons Tickford limousine, f/f. seats, in leather throughout, winding division, car unmarked: £950.—Simm, 19, Bennett Rd., Higher Crumpsall, Manchester. [2792]

20 hp Rolls drop head foursome coupe, blue, rebuilt by Southern Motor Co. for last private owner, excellent chassis, new tyres, immaculate coachwork: £975.—Clarke & Simpson, 75-79, Cadogan Lane, S.W.1. Sloane 4727. [2351]

1936 (September) Rolls-Royce 25-30 saloon with disappearing division Barker body, finished very attractive shade of blue and black, blue leather upholstery.—Wards of Putney, 72, West Hill, S.W.15. Vandyke 1533. [2810]

1938 registered Rolls-Royce Replica 20hp saloon, cream and black, very attractive body, engine and chassis completely overhauled at cost of £500.—Box 1096. Bells Service Garage, 144, London Rd., Kingston 1185. [3409]

ROLLS-ROYCE 1936 and 1937 25hp limousines. Barker bodywork, glass partitions, additional folding seats, leather and cloth upholstery, 2 seats 52. Particulars from respective single private owners—particulars from Edward Son & Bigwood & Mathews, 158, Edmund St., Birmingham. [2719]

Rolls-Royce Cars Wanted**S****G**OUR demand is urgent.

OWNERS who have Rolls-Royce cars for disposal are invited to communicate with the Swain Group of Companies London office, H. R. Owen, Ltd., 17, Berkeley St., W.1. Tel. Mayfair 9060. Head Office, Hoffmann's Garage, Ltd., Huddersfield Rd., Halifax, Yorks. Tel. Halifax 5944. [1016]

C**M**

THE CAR MART, Ltd., wish to purchase Rolls-Royce cars—320, Euston Rd., N.W.1. Euston 1212.

J. MARSHALL.

WANTED. Rolls-Royce 20/22 and 20/25, all types of coachwork, any condition.

J. MARSHALL, 889, St. Albans Rd., Watford. Tel. Garston 2361.

WANTED private buyer, Rolls-Royce saloon or coupe, no dealers.—Box 7221.

ROWLAND SMITH'S, the Rolls-Royce buyers.—Hampstead High St. (Hampstead Tube). Hans 5041.

REQUIRED limousine 1936-38, must be complete condition.—134a, Gloucester Ave., Hanworth, Kent. [2719]

A & S always purchase modern 25/30hp Saloons with boot, also 7-passenger 25/30hp Limousines 1933/1948.

A & S urgently require Phantom II also Phantom III saloons, also 7-str. Limousines. Alpine & Saunders, Providence Court, Grosvenor Square, Mayfair. [2941]

WE are open to purchase any type pre-war Rolls-Royce cars, complete or otherwise.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv. 3362. [1860]

RIPPON BROS., Ltd., the Northern Rolls-Royce specialists, special retailers and repairers, wish to buy good late model Rolls-Royce.—Huddersfield 6210.

THIS BINGSTOCKE MOTOR Co. purchase 20/22 F.W.B. 20/25, early 25/30 late Phantom II; any coachwork considered, tourlets especially wanted.—Bingstocke Rd., Bingstocke. [7675]

JACK OLDING, Ltd., 8-10 North Audley St., W.1. [0815]

JONCTIONAL and Bentley retailers are interested in the purchase of Rolls-Royce cars in first-class condition.—Mayfair 5242.

CARLES FOLLETTE, Ltd.—Officially appointed re-

Ctailers and repairers, buy good late cars.—18,

Berkeley St., W.1. May. 6266. Service works and stores: 12, Wellesley Ave., W.6. Ave. 1413. [1854]

Rolls-Royce Spares and Service

JACK BARCLAY, Ltd.

LARGEST official retailers and repairers of Rolls-Royce cars, servicing or complete overhauls, mechanical or coachwork. Large stocks of spares for all models.

WORKS—Lombard Rd., Morden Rd., Merton, W.S.W.19. Liberty 7222 (8 lines). [0625]

W.M. COUPER, Ltd., Catherine St., St. Albans 4343.

SPARES and service. The only officially appointed Rolls-Royce special retailers and repairers in the county of Hertfordshire.—[0623]

CARLES FOLLETTE, Ltd.—Officially appointed re-

Ctailers and repairers.

SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

SPARE PARTS.

SERVICE: 12, Wellesley Ave., W.6. Riv 1413. [18568]

CENTRAL GARAGE, Croydon, specialists in servicing complete overhauls, mechanical or coachwork, for all Rolls-Royce and Bentley models.—Central Garage, Tel. Cro 7464. [1997]

HA. FOX & Co. Ltd., officially appointed retailers and repairers, 153, Burlington Gardens, London, W.1. Tel. Regent 7687. Service works: 12, New King's Rd., Fulham, London, S.W.6. Tel. Remond 5866. [10446]

ALL chassis; also reconditioned replacement engines, guaranteed for 12 months, for the above models; full repair service at reasonable charges; also wheels, tyres, etc.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv. 3362. [1679]

ROVER 10

1940 Rover saloon, 10, radio, trumpet horns, other extras.—Autowork (Winchester), Ltd., Tel. Winchester 4834/5406. [2265]

ROVER 1936 10 saloon, engine, etc., reconditioned St. Cro. Croydon. Sandhurst 2851. [3217]

1939 Rover 10 saloon, 40,000 miles, black, brown leather; £595.—L. F. Dove, Ltd., Mid-Surrey Car Centre, Guildford Rd. Woking 1228. [2857]

1937 Rover 10 saloon, black with brown leather upholstery; £585.—Gordon Wooderson, Drestord Rd., S.15. Streatham 6531. [2343]

1947 Rover 10 4-door saloon, sunshine roof, black with brown hide upholstery, almost spotless, low mileage; accept £285.—Jack Rose, Ltd., Stafford, Wallington, Surrey. Wallington 6677-8. [1925]

ROVER 12

BROWN'S for Rover.

1939 Rover 12hp saloon de luxe, immaculate condition; £595.—Brown's Garage, Loughton (Essex) 4119 (Tube). [2947]

BOOD & PORTER, Ltd.

1946 12hp saloon, 30,000 miles, black; £875.

CASTELNAU, S.W.13 (by Hammermith Bridge). [2617]

MCKINNON MOTORS, Ltd., offer:—

1947 (June) Rover 12 6-window saloon, birch grey with dark blue Bedford cord upholstery, full equipment incl. radio and heater, sliding roof, for lamp, taxed Dec., one owner, very carefully driven 11,000 miles only from new, a real specimen model; £1,125; trade enquiry welcome.—[2889]

MCKINNON'S Lanchester House, 3, Stafford Rd., Walthamstow, near Croydon, Surrey. Established 1906. Tels. Wallington 3404.

CEDARS GARAGE, 1938 Rover 12 saloon, black with green leather, one owner since new, immaculate condition; £495.—Lee Terrace, Lewisham. Lee Green 2920.

GORDON CARS (LONDON), Ltd.—1947 Rover 12 saloon, £1200. [1895]

EUSTON RD., N.W.1. Euston 6611. [3218]

1935 Rover 12 de luxe saloon, black/green hide upholstery, one owner, since new, genuine miles, 26,000, £1200. [3268]

TIMMS MOTORS, Colindale Rd., Upper Richmond Rd., S.W.15. Tel. Putney 5595-4. [1700]

ROVER 12 saloon, new condition, pressed steel body, radio, guaranteed; £575.—Value Cars, Ltd., 362, Upper Richmond Rd., East Sheen. [5225]

1947 (May) Rover 12 saloon, 10,000 miles, black/brown, radio, many extras.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3358.

ROVER 14

CASS'S MOTOR MART.—1938 Rover 14 sports saloon, black, superb condition; written guarantee; £55.—Warren St., W.1. Euston 4110. [1667]

1946 (August) Rover 14hp 6-light saloon, black with brown leather, radio, fitted radio and heating, £90.—C. Thompson, Ltd., 10, Upper St. Martin's Lane, W.C.2. Tel. Venderover 2297; view anytime; Principal, The Farmhouse School, Wembury, Bucks. [5222]

13500 authenticated miles.—1947 (November) Rover 14 6-light saloon, indistinguishable new.—Lionel H. Pugh, 15/4, Brooks Mews, W.1. Mayfair 4435. [2737]

ROVER 16

WE offer a 1939 Rover 16 sports saloon in excellent condition and with a 3 months' written guarantee; £555.—

TANKARD & SMITH, Ltd., 226-231, High Rd., Tottenham, Tel. Sta. 3291. [2261]

1946 (Dec.) Rover 16 saloon, black, brown leather, £160.—R. M. V. [2751]

RIRMINGHAM.—1947 16hp six-light saloon, black, brown leather, H.M.V. radio and heater, one owner only, as new in all respects, any car in part exchange accepted.—Hatton Motors, Ltd., 71, Broad St., Birmingham. [3011]

ROVER 20

£225—Rover Speed 20 sports saloon, superbly maintained, new tyres.

WADCOL MOTORS, 150, West End Lane, N.W.6. [2738] Hampstead 1177.

ROVER 60 & 75

WARWICK WRIGHT, Ltd. offer:—

1948 Rover 75 sports saloon, suede green, leather, radio and heater, 12,000 miles; £1,575.

1949 Rover 60 sports saloon, black, brown leather, 15,000 miles; £1,395.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [1950]

1948 Rover 75 sports saloon, green, radio and heater, chauffeur kept, beautiful condition; £1,500.—Box 7105. [2372]

1948 (July) Rover 60 sports saloon, black, grey leather, radio, 11,000 miles.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3358. [2747]

1948 Rover 75 de luxe saloon, finished green, leather upholstery, heater, genuine, 8,000 miles only, as new throughout; trade enquiries welcomed.

TOURISTS (LONDON), Ltd. Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [3301]

1948 (July) Rover 60 de luxe 6-light saloon, finished black, leather upholstery, 9,000 miles only, direct from original owner; in really immaculate condition throughout, taxed December; trade enquiry welcome.

MOTORISTS (LONDON), Ltd., Great North Rd., E. Finchley Station N.2. Tudor 2301-2. [2480]

LAND ROVER

1949 Land-Rover, 14,000 miles, one owner, any examination: £555.—R. S. Mead, 42, Queen St., Maidenhead. Tel. Maidenhead 2616-7. [1873]

1949 (Aug.) Rover 1000 miles, perfect condition; £575.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines).

1949 (Aug.) Rover 10 de luxe 6-light saloon, finished black, leather upholstery, 9,000 miles only, direct from original owner; in really immaculate condition throughout, taxed December; trade enquiry welcome.

MOTORISTS (LONDON), Ltd., Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [2480]

ROVER MISCELLANEOUS

1949 Land-Rover, 14,000 miles, one owner, any examination: £555.—R. S. Mead, 42, Queen St., Maidenhead. Tel. Maidenhead 2616-7. [1873]

1949 (Aug.) Rover 1000 miles, perfect condition; £575.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines).

499 gms.—1949 Land-Rover, colour green, 11,000 miles, excellent condition.—Raymond Wav. Canterbury Rd., Kilburn, N.W.6. Maids Vale 6000. Open 11-12 p.m. 7 days a week.

1949 excellent condition, one owner, £525; exchanges and hire purchase arranged.—Golby's Garage Ltd., Earl's Court Rd., S.W.5. Frobisher 0063. [1873]

1948 Land-Rover, one owner, 9,000 miles.

1948 seven-horse power, rear-wheel take-off, pulley, five wheels fitted car tyres, five fitted Super-Traction land tyres, all good order: West Country Box 7203. [13430]

ROVER MISCELLANEOUS

HENLYS, Ltd.

ENGLAND'S Largest Rover Distributors.

SLECTION of all models at attractive prices.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287)

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444)

DEPOTS AT:—

MANCHESTER (Blackfriars 7843).

BRISTOL (Bristol 21326).

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NORTHAMPTON (Northampton 207).

CAMBERLEY (Cambridge 77).

STREATHAM (Streatham 7751).

HOUNSLOW (Hounslow 5454).

FINCHLEY (Finchley 0081).

GREAT WEST RD. (Ealing 3477).

GAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLYS, Ltd. England's leading Motor Agents.

ROWLAND SMITH'S, the Rover buyers.—Hampstead High St. (Hampstead Tube). Hans 5041.

JOHNSON & SONS (GUILDFORD), Ltd.

URGEANTLY wanted, good condition, pre-war and post-war Rover cars; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. [1638]

BROOKLANDS.

1947 Rover 14hp saloon, black, Bedford cord, speedometer reading 11,000 miles, exceptional throughout.

1947 Rover 16hp sports saloon, black, brown leather, fitted heater, small mileage.

103 New Bond St.: London, W.1. Tel. Mayfair 8351-6. [1300]

CAR MART, Ltd.

1947 Rover 10 saloon, 13,000 miles: £1,075.

1940 Rover 14 saloon, 6 months' guarantee: £775.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [3434]

BARTS, of Kingston, Rover specialists, sales, spares, repairs: 102, London Rd., Kingston. Kingston 5348.

R. P. POWELL MOTORS, Ltd., for Rover Cars.—Ealing London main agents 321 Romford Rd., Forest Gate, E.7. Maryland 4816-9. [10701]

CAMDEN MOTORS, Rover 75 saloon de luxe 1949.

C series (Oct. '48), finished immaculately in black, with a real leather interior, whole car definitely like new throughout; scrupulously maintained with every possible care by one owner, negligible mileage, built-in H.M.V. push button radio, £1,050.

CHOICE of two other Rover 75's.

CAMDEN MOTORS.—Rover 16hp four-seater drophead coupe, 1939, with all late-type features as post-war model, very scarce and highly desirable car in top condition throughout; immaculately finished in Rover green with leather upholstery to match and dark grey mohair hood, one owner to 1949, one other since, miles only, £1,050.

CAMDEN MOTORS.—Rover 16hp four-seater drophead coupe, 1939, £1,050.

CAMDEN MOTORS.—

1947 Standard 8hp tourer, in excellent condition throughout, paintwork in black and absolutely unmarked; £440.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hove, Sussex. Tel. 2220. Grey 514. [1565]

1947 Standard 8 saloon, grey, low mileage; £495. also 1946 Standard 8 drop head coupe, black. nice condition; £465.

FERRARI'S OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Glass 234. [1565]

Standard 8 saloon, grey, blue interior; £495.

1948 Garage Service Co., Hoop Lane, Golders Green, N.W.11. Speedwell 3408. [1594]

Standard 8 saloon, very nice order; £415.

1948 Smith & Hunter, 376, Kensington High St., London, W.8. Tel. Western 2312. [1565]

Standard 8hp saloon, excellent condition throughout; £465. Allery & Bernard.

1946 Standard 8 drop head coupe, black. nice condition; £465.

1946 Seymour Cecil & Co., 100, Grosvenor Gardens, S.W.1. [1585]

Standard 8 saloon, medium condition; £495.

1947 Standard 8 drop head coupe, excellent condition, very attractive; £495. M.B. Motors, 538, New Cross Rd., London, S.E.4. Tideway 3795.

Standard 8 drop head coupe, grey, as new, fitted radio, 21,000 miles, taxed; £485.

Dalston Motors, 517, Kingsland Rd., London, E.8. Cissold 4943. [1764]

Standard 8 saloon, finished buff, brown leather, as new—Seymour & Clements.

Ltd., 38, Watford Way, Hendon Central, N.W.4. Tel. 2271.

W
HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Hillside 1580.

Standard 14 drop head coupe, colour black, red leather interior, mileage 9,900, fitted with H.M.V. radio, Notek spot lamp, taxed year, beautiful condition; £875.

W
HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 1581. [1932]

SIMPSONS MOTORS offer:-

model Standard 14 saloon, moderate mileage, exceptionally clean.

SIMPSONS MOTORS (Wembley), Ltd. (American car specialists), Wembley 3905.

1948 Standard 14 grey with blue leather, low mileage, in excellent condition; £795.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4442. [1923]

A
FRANCIS SIMONS & Co., Ltd.—1938 Standard 14 saloon, £345—94, Gt. Portland St., W.1. [1542]

P. F. DOVE offer 1948 Standard 14 saloon, one owner, maintained by us since new; £785—69, Broadway, Wimbledon, S.W.19. Liberty 3456.

1947 Standard 14 saloon, low mileage, very good condition throughout, also 1946 model Standard 14 saloon, all leather interior, recommended.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Glass 234. [1565]

1947 Standard 14 saloon, grey, blue leather, 11,000 miles, taxed; £785.

1939 Standard 14 saloon, reconditioned, excellent condition throughout; £395—Reeves Motors, Grand Parade, Forty Lane, Wembley. Arnold 3004. [1546]

S
STANDARD 20

Standard 20, good condition; £295—11, Keswick Rd., Putney. Vandyc 5137. [1560]

BROWNS for Standards.

H. A. SAUNDERS, Ltd.

1939 Standard 9 saloon; £325.

H. A. SAUNDERS, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [1507]

G. P. (BALHAM), Ltd., offer:-

165 gns.—1934/5 Standard 9 de luxe saloon, original coachwork, interior condition immaculate; genuine bargain; £2. Balham Hill, S.W.12. [1108] 100 yds Clapham South Tube. Batt. 1107/8/9.

1936 Standard 9, exceptional condition; £212.

1936 terms arranged.—Elm Garage, Elm Grove, Wimbledon, S.W.19. [2668]

£165—1936 Standard 9 de luxe saloon, nice condition; bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [1555]

S
STANDARD 10.

BROWN'S for Standards.

1939 Standard 10hp saloon de luxe, reconditioned engine, immaculate condition; £425—Brown's Garage, Loughton (Essex) 4119 (Tube). [2946]

G. P. (BALHAM), Ltd., offer:-

325 gns.—1939 Standard 10 4-door de luxe saloon, 325 reconditioned throughout, any trial;—2c, Balham Hill, S.W.12. [100 yds Clapham South Tube]. Batt. 1107-8-9.

STANDARD 10 saloon 1934, very good condition; £150.

1939 Standard 10 sal, black, recent overhauling cost £140, in exceptional condition throughout.

MAKIN & HARRISON (MOTORS), 492-6, High Rd., M. Chiswick, Chiswick 0556-2619. [1524]

1938-9 Standard Flying 10 de luxe saloon, 3250; £220; payments—Vaucluse, 17, Astwood Mews, S.W.7. Tel. 1519.

1939 Standard 10 4-door saloon, black, in very good condition throughout, bargain; £350—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2.

225 4-door saloon, black, sliding side, blue leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [1552]

S
STANDARD 12.

BROWNS for Standards.

1948 Standard 12hp drop head foursome coupe, immaculate condition; £765—Brown's Garage, Loughton (Essex) 4119 (Tube). [19765]

STANDARD 12hp (1935) original condition, black, good mechanically; £220—Worthing 6161.

1946 12, 12 in. excellent condition, 35,000 miles; £625—Avery, Elbridge St., Bristol, 2.

185 gns.—1937 Standard Flying 12 saloon, good condition.—Autosnips, 5, Balham High Rd. [15283]

1947 Standard 12 de luxe saloon, carefully restored, bargain; £675.—A.Z. Motors, Palmerston Rd., N.W.6. Mai. 4723.

1947 Standard 12 de luxe saloon, black, 5 very good tyres, radio, immaculate condition throughout.

MAKIN & HARRISON (MOTORS), 492-6, High Rd., M. Chiswick, Chiswick 0556-2619. [1527]

1938 Standard 12 saloon, black, in excellent condition throughout, bargain; £325—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2.

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185 gns.—1937 Standard Flying 12 saloon, good condition.—Autosnips, 5, Balham High Rd. [15283]

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MAKIN & HARRISON (MOTORS), 492-6, High Rd., M. Chiswick, Chiswick 0556-2619. [1527]

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185 gns.—1937 Standard Flying 12 saloon, good condition.—Autosnips, 5, Balham High Rd. [15283]

1947 Standard 12 de luxe saloon, black

STUDEBAKER

GATEHOUSE, offer 1948 Studebaker foursome drop head coupe, 2,000 miles; r.h. steering, one owner. £2,450.—**Gatehouse Motors, Ltd.**, Highgate Village, London, N.6. Tel. 4444.

1946 (August) Studebaker Champion 22hp lhd. 4-door saloon, heater, de-froster, overdrive, tax year 1950, £2,000; accept £2,075. Simms, 19, Bennett Rd., Higher Crumpsall, Manchester, 9.

GORDON CARS (LONDON), Ltd., 1949 (1950 Series) Studebaker Commander Regal, convertible four-some coupe, r.h. drive, grey/red leather, overdrive, radio, etc. 1,000 miles on road. Gordon House, 375, Euston Rd., N.W.1. Euston 6611. [5048]

Studebaker Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Studebaker.—Wembley 3903.

SUNBEAM-TALBOT

CAR MART, Ltd.

£295—1938 20hp 5-seater saloon, one owner, only since new, blue, in magnificent condition throughout, genuine bargain.—Hatton Motors, Ltd., 71, Broad St., Birmingham, Midland 2437. [3016]

SUNBEAM-TALBOT

1947 Sunbeam-Talbot 10 tourer, 8,000 miles: £835.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [3443]

DICKS CAR SALES, offer:—

1947 Sunbeam-Talbot saloon, positively unmarked: £850.—

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, W.1. Kilburn Vale 6888-9. [2612]

TOM GARNER, Ltd., offer:—

1949 Sunbeam-Talbot 90 saloon, green with brown leather, 6,000 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [2759]

WARWICK WRIGHT, Ltd., offer:—

1949 Sunbeam-Talbot 90 saloon, satin bronze, red leather, radio and heater, 11,000 miles: £1,395.

1949 Sunbeam-Talbot 80 saloon, silver green, buff leather, 13,000 miles: £1,250.

1949 Sunbeam-Talbot 90 saloon, black, buff leather, radio and heater, 11,000 miles: £1,395.

1949 Sunbeam-Talbot 90 saloon, satin bronze, red leather, 4,000 miles: £1,395.

1949 Sunbeam-Talbot 30 saloon, satin bronze, red leather, 1,000 miles: £1,375.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [5842]

GUY SALMON AUTOMOBILES, Ltd., offers:—

1949 (Sept.) Sunbeam-Talbot 90 saloon, 7,000 miles, spare unused: £1,395.—Portsmouth Rd., Thames Ditton. Emberwick 5551-2. [3277]

GORDON CARS (LONDON), Ltd., 1949 Sunbeam-Talbot 90, 10,000 miles, below.

GORDON CARS (LONDON), Ltd., 1949 Sunbeam-Talbot 90 saloon, bronze, 9,000 miles: below.

GORDON CARS (LONDON), Ltd., 1947 Sunbeam-Talbot 10hp saloon, grey, one owner only.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [3047]

1948 Sunbeam-Talbot 10hp saloon, one owner, semi-metallic: £775.—Crove Motors, Ltd., 347. Southall 3477.

1947 Sunbeam-Talbot 10, in first-class condition, bodywork unmarked, radio, low mileage: £875. months' guarantee, terms and exchanges.

JACE WILLIAMS, Ltd., 10-12, Peter St., Kilburn, W.1. Kilburn 5226 and 5774. [3575]

1948 Sunbeam-Talbot, one owner, immaculate: £895.—Smith and Hunter, Ltd., 376, Kensington High St., London, W.8. Tel. Western 3312.

1939 Sunbeam-Talbot, 4-litre, saloon, recent engine overhaul, sound throughout, unrepeatable bargain: £450.—A.Z. Motors, Palmerston Rd., N.W.6. Mai 4723.

8600 miles—1948 (Nov. '47) 2-litre Sunbeam-Talbot saloon, one owner, black with beige upholstery: £985.—R. F. Puglie, Ltd., Bushey Herts, Tel. 2812.

1949 Sunbeam-Talbot 90 saloon, bronze with red leather upholstery, fitted heater, one owner, exceptional condition: £1,125.—R. C. Wimbold, Ltd., 312, Earls Court Rd., London, S.W.1. Tel. 2812.

CAMDEN MOTORS, Sunbeam-Talbot 2-litre 14hp foursome, drop head coupe, 1940, a real sparkler, beautifully finished latest shade of metallic maroon with upholstery and brand new hood to match, flawless chrome fittings and accessories: one of the very few to be produced and the actual prototype of the 2-litre 14hp drop-top mechanism, other having been extensively overhauled and serviced by distributors, fitted radio, twin horns, twin passlights, de-misters, special underbonnet inspection lamp and every luxury that money can buy: £595.

CAMDEN MOTORS, Sunbeam-Talbot 2-litre 14hp sports saloon, 1947, one titled owner since new, immaculately maintained, nominal mileage: £845.

CAMDEN MOTORS, Sunbeam-Talbot 10hp sports saloon 1940, one very fussy owner since new, attractive metallic grey finish with grey leather, moderate mileage: £625.

CAMDEN MOTORS, Sunbeam-Talbot 10hp sports saloon, 1939, fitted works reconditioned engine July, 1950, approx. 3,000 miles run since, exceptional order throughout: £550.

CAMDEN MOTORS, Sunbeam-Talbot 10hp sports saloon, 1935, similar to above model, metallic bronze with grey condition but not so immaculate as the majority of our models, outstanding runner: £495.

CAMDEN MOTORS, Sunbeam-Talbot 10hp sports saloon, 1948, black, fawn interior, exceptional condition throughout, low mileage: £795.

CAMDEN MOTORS, Sunbeam-Talbot specialists, Lake St., Leighton Buzzard, Bedfordshire, Tel. 2041 (5 lines): 10 others in stock, also 340 cars of other makes actually in our showroom ready to drive away at once; write for post free catalogue; easy and confidential hire purchase facilities; part exchanges; free delivery; fares refunded in full to purchasers from any part of the country.

Sunbeam-Talbot Cars Wanted

R OWLAND SMITH'S, the Sunbeam-Talbot buyers.—Hampstead High St. (Hampstead Tube). Ham 6041.

CASH buyers of low-mileage Sunbeam-Talbot 10, 2-litre, distance no object.—Hatton's, Lord St., Southport. Tel. 2268. [0802]

CRIPPES, of Nottingham, urgently require all recent models, Sunbeam-Talbot cars.—R. Crippes & Co. Ltd., The Sunbeam-Talbot Distributors, Parliament St., Nottingham. Tel. 4630. [0462]

ROOTES,**DISTRIBUTORS,**

EQUIRE modern low-mileage Sunbeam-Talbot cars.

BIRMINGHAM.—Lower Temple St., Central 8411.

MANCHESTER.—129, Deansgate. (Blackfriars 6677.)

MAIDSTONE.—(Maidstone 3333.)

CANTERBURY.—(Canterbury 3232.)

OCHESTER.—(Chatham 2231.)

WROTHAM Heath.—(Borough Green 4.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401.

BIRMINGHAM and Midlands.—Low-mileage Sunbeam-Talbot models can be required by George Heath, Ltd., 180-184, Newhill St., Birmingham, and Lower Temple St., Birmingham, 2. [0089]

TALBOT

SCUDDER & WALL, offer:—

TALBOT 105 airline sports saloon, magnificent condition throughout, 1937 but looks 1947, maroon and chrome with red leather upholstery: £355; part exchange welcomed: 33, Marylebone Lane, Wigmore St., London, W.1. Welbeck 3065. [7969]

DICKS CAR SALES, offer:—

1938 Talbot 10 saloon, very attractive car, good performance: £395.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [3292]

£365, excellent interior and appearance; many others.

ENMOTORS, 1, Clarendon Rd., Holland Park, W.12. Park 5066-7. Open Mon. to Sat. 9-5 (50 yards Holland Park Tube).

1936 Talbot 10 pillarless saloon, mechanical performance, good carburettor, tyres and spindles, etc.: £245.—Vigilant 5376. [3062]

TALBOT 14hp saloon, new carburettor, battery, brakes refined, dynamotor reconditioned, body, engine, tyres good: £150, or offer.—22, Houghoumont Ave., Liverpool, 22. Tel. Waterloo 2345. [3224]

1934 Talbot 95 saloon, black, green leather, total restoration, 1934, 46,000 miles, exterior and interior immaculate, mechanically 100%, new Fort tyres and batteries; car for connoisseur: £375. Campbell Symonds, Wembley 6262. [2965]

325 gns.—Talbot, 1938, 3-litre de luxe 4-door saloon, very good condition, taxed, terms exchanges; list open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [3395]

36/37 75 6-light saloon, bodywork immaculate, engine, reground crank, new mains and big-end, reborbed main, run well, new carburettor, chrome, has been advertiser's personal car for 3 years: £500.—Richard Mead, Coachbuilders, Poplar Rd., Dordogne, Birmingham. Tel. Knowle 2697. [3231]

1948 75 4-door Darracq sports saloon, 18hp 2.3 litres, mechanical and body overhauls by well known firm this year. fitted with 240 miles per hour Girling shockers, oil gauge, radiator thermometer, hand-controlled radiator shutters, many extras; spares, engine, gearbox, 12v dynamotor, 12-24v dynamotor, Rudge hubs, 12 wheels, 9 good tyres and many bits: this car has been maintained to excellent order regard of extremes (accidents reproduced) and has been very little used; for sale, in one lot only: £350 or offer.—Graham C. Dix, 58, Colleshill Rd., Birmingham, 8. [2961]

Talbot Cars Wanted

ROWLAND SMITH'S, the Talbot buyers.—Hampstead High St. (Hampstead Tube). Ham 6041. [0991]

CARTE IMMEDIATELY for road, Talbot.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [3350]

TATRA

1939 convertible 12hp flat four, all independent rack steering, completely rebuilt, immaculate: £265. Tel. 30-11, Leyton Vale, S.W.16. [2669]

TRIUMPH

1949 Triumph 2000 Roadster coupe, polychromatic green, red leather, fitted radio, small mileage: £1,250.

1948 Triumph 1800 Roadster coupe, grey, blue leather, small mileage: £1,125.

103, New Bond St., London, W.1. Tel. Mayfair 8351-6. [3002]

CAR MART.

1949 Triumph 2000 Roadster, 5,000 miles: £1,125.

1948 Triumph 1800 saloon, 12,000 miles: £1,125.

1949 (Aug.) Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3424. [3450]

NEWNHAMS, Ltd.

1949 Triumph 2000 roadster, green, with red fitted radio: £935.

1949 Triumph 2000 razor-edge saloon, black with white top, very good condition: £935.

NEWNHAM House, 235-7, Hammerton Rd., London, W.6. Riverside 4646. [8764]

TOM GARNER, Ltd., offer:—

1949 Triumph 2000 roadster, 5,000 miles: £1,125.

1948 Triumph 1800 saloon, 12,000 miles: £1,125.

1949 (Aug.) Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3424. [3450]

NEWNHAMS, Ltd.

1949 Triumph 2000 roadster, green, with red fitted radio: £935.

1949 Triumph 2000 razor-edge saloon, black with white top, very good condition: £935.

NEWNHAM House, 235-7, Hammerton Rd., London, W.6. Riverside 4646. [8764]

TOM GARNER, Ltd., offer:—

1949 Triumph 2000 roadster, sunbeam, with red leather, 7,000 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [2757]

H. A. SAUNDERS, Ltd., offer:—

1949 Triumph 2000 saloon, black with grey leather interior, H.M.V. push-button radio, heater, 6,000 miles: £1,365.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley, (100 yds north of Tally Ho! Corner), Teddington 0024. [5142]

G. P. (BALHAM), Ltd., offer:—

275 gns.—1937 Triumph Gloria 15.8hp 4-door 12-litre saloon, all original coachwork, exceptional bargain.—2c, Balham Hill, S.W.12 (100 yds Clapham South Tube). Batt. 1107-Hill 9. [1020]

CLAND & Tabor, Ltd., offer:—

1938 Triumph 2-litre Dolomite saloon, blue/brown leather, beautiful condition, good tyres, 85 mph: £425.

APFY Weymouth 481. [15541]

WARWICK WRIGHT, Ltd., offer:—

1949 Triumph 2000 R.E. saloon, gunmetal grey, grey leather, 7,000 miles: £1,395.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [2060]

S. G. SMITH (MOTORS), Ltd., offer:—

1948 very good condition, very clean indeed: £875; 50 other guaranteed used cars.

S. G. SMITH (MOTORS), Ltd., 15-19, East Dulwich Rd., S.E.22. New Cross 4444. [2566]

GUY SALMON AUTOMOBILES, Ltd., offer:—

1949 Triumph 2000 model, 12,000 miles, immaculate: £1,025. Portsmouth Rd., Thames Ditton. Emberwick 5551-2. [3275]

GORDON CARS (LONDON), Ltd., 1949 Triumph 1800 Roadster, grey, 10,000 miles: below.

GORDON CARS (LONDON), Ltd., 1948 Triumph 1800 saloon, black, 8,000 miles: below.

GORDON CARS (LONDON), Ltd., 1946 Triumph 1800 Roadster, black, 8,000 miles: below.

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GORDON CARS (LONDON), Ltd., 1946 Triumph 1800 Roadster, black, 8,000 miles

Triumph Cars Wanted

C THE CAR MART, Ltd., wish to purchase Triumph cars.—320, Euston Rd., N.W.1. Euston 1212.
M R. OWLAND SMITH'S, the Triumph buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.
C Vauxhall 10 saloon, 100 miles, £350.—B. Edwards, 154, Gt. Titchfield St., W.1. Landham 0012. [1531]
VANTED, privately, Triumph, under 15,000 miles.—W. Write Anglor, 24, Lyndhurst Rd., London, N.W.3.
MARSTON MOTOR Co., Ltd., for your Triumph—N.15, Tel. Sta. 8000. Seven Sisters Rd., Tottenham 115. [10182]
CASH buyers of low-mileage 1800 and 2000 Triumphs—distance no object.—Hattons, Lord St., Southport. Tel. 2262. [1004]
MARSH & COLONIAL MOTORS, Ltd., require good Triumph cars.—Upper St. Martin's Lane, W.C.2. Tel. Tem. 3588. [1532]
2000 saloon, or Roadster, small mileage, required.—Jones, 71, Harewood Gardens, Sanderstead, Surrey. [9725]

Triumph Spares and Service

NEWNHAMS, Ltd. TRIUMPH specialists; service and spares for all models, including Dolomite type radiator grills.—Newnhams House, 235-7, Hammersmith Rd., W.6. Riv. 4646. [1533]
BASIL ROY, Ltd.—Triumph spares, complete stock.—Wholesale and retail.—161, Portland St., W.1. Langham 1000.
TRIMPH spares for all post-war models; largest provincial stockists.—Hollingsdrake Automobile Co. Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 5322). [0355]
STANDARD & TRIUMPH SALES, Ltd.—Service and spares for all models manufactured; largest stockists in Britain of spares and service exchange assemblies.—Standard & Triumph Sales, Ltd., London Distributors, Junction of Boundary Rd. and Abbey Rd., St. John's Wood, N.W.8. Maida Vale 9114 (10 lines).

UTILITY CARS

CAR MART, Ltd.
1947 Austin 8 utility, £540.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [5443]
BOON & PORTER, Ltd.
1947 (first registered) 7-passenger utility, one owner, £240. [5618]
CASTELNAU, S.W.15 (by Hammersmith Bridge).
ROUNDABOUT, offter.—
1948 Alvis 14hp shooting brake, in really first-class condition, shooting break, £950.—R. Roundabout Garage, Western Ave., Greenford. R. Middx. Waxlow 1071-2. [2028]
G.P. (BALHAM) Ltd., offer:-

120 gns.—1936 Morris 8 utility, replacement engine, any trial, £20. Balham Hill, S.W.12 (100 yrs. Clapham South Tube). 1107-8-9. [1016]
1934 (Nov.) Bentley 3½-litre with 2-door utility body, £850. [5618]
GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [3531]
1939 Hillman Minx, with utility bodywork, seating for four, very attractive body, £395.—FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [1564]
£398—Bradford utility, 1948, low mileage, excellent condition throughout, many others.—EMMOTORS, 1, Castlemead Rd., Holland Park, London, W.11. Tel. 5066-7. Open Mon. to Sat., 9-6 (50 yards Holland Park Tube). [2697]
1949 Bradford utility in blue, one owner, well maintained, superb condition; guaranteed; £525.—G. W. WILKIN, 1, Weston Park, Kingston-on-Thames, G. Kin. 2241. [2191]

JOWETT Bradford 6-light utility 1949, as new, £465; another 1948, £425.—Buntins, Jowett Agency, Harrow 1906. [1537]
1939 '49 Ford V.8 22hp 6/7-str. utility, good condition, £100.—Autowork (Winchester), Ltd., Tel. Winchester 4334/5406. [2847]
CASS'S MOTOR MART.—1949 Fordson 10cwt fitted 7-str. wooden utility body; written guarantee.—Warren St., W.1. Tel. 5592. [1538]
1948 (June) Hillman estate car, fitted loose covers, 20,000 miles, grey.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3358. [2745]
1949 (Feb.) Fordson Martin Walter 10hp Utility, 17,000 miles.—Ernest Sutton, Cleve Hill, 95 (Chelmsford). [1539]
1935 Buick Straight 8, shooting brake body, engine being extensively overhauled, bills to show, £225, or offer.—123, Windmill Ave., Kettering 4141. [2768]
1947 Fordson Sct. Martin Walter Utility, in excellent condition throughout, one owner, £240.—Wembley Court Motors, High Rd., Wembley. Arnold 6221-2. [3528]

725 gns.—Alvis 14 (Dec., 1948) 5-seater utility, timber framed body panelled dark green, removable rear seats, sliding glass windows, drop tail-board, excellent condition; terms, exchanges.—Rowland Simms, below.
395 gns.—Ford V.8 (registered 1950) 6-seater utility, 32hp Mercury engine, £10 tax, timber framed body with grained panels, fawn bonnet and wings, sliding glass windows, drop tail-board, good tyres, excellent condition, terms, exchanges; list; open 9-7 weekdays and Saturday.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [3397]

Utility Cars Wanted

1949—50 estate car wanted.—Boston, Burley Farm, Allesley, Derbyshire. Tel. 57611. [1267]
CASH buyer of low-mileage utilities; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0355]
GOOD utilities, post-war chassis required 8-16hp.—G. Harold Radford & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 5642 (5 lines).

VAUXHALL 10

1938 Vauxhall 10 saloon, £385; or 30 monthly instalments of £15/10/6.—The Coopers Engineering Co., Ltd., Bexhill. Coopers 600. [2828]
1938 Vauxhall 10hp saloon de luxe, immaculate, leather interior in beautiful original condition, two owners only; £375.—Moore, 3, Murray Road, N.W.1. Gunnersbury 1000. [0935]
1939 Vauxhall 10 saloon de luxe, black with brown leather upholstery, engine not run in since rebore, whole car in immaculate condition throughout; £395.—Tankard & Smith, Ltd., 97, Peckham Rd., S.E.15. Rodney 2051. [2934]

VAUXHALL 12

1947 Vauxhall 12, blue, radio, excellent condition; £895.—Box 7204. [1541]
£475—1939 Vauxhall 12 de luxe saloon, black, original paintwork in exceptional cond. throughout.—MAKIN & HARRISON (MOTORS), 492-6, High Rd., Chiswick, Chiswick 0558-2619. [3261]
1947 Vauxhall 12 sun saloon, any inspection, three month guarantees, £875.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Bexleysea 1166. [12958]
1950 Series (November, 1949) Vauxhall 12hp Wyvern saloon, finished metallic grey, brown leather, under 10,000 miles, one owner, taxed.—Seymour & Sons, 38, Watford Way, Hendon Central, N.W.4. Hendon 2146. [13270]
VAUXHALL 12, 1939, one of our completely reconditioned cars, reboared, replacement gear box, new axle parts, etc., resprayed and partially retrimmed at retail price over £100. Price £85.—Short, Ltd., 2/4, St. Cross Rd., Windsor. (Tel. 2398). [12959]
595 gns.—Vauxhall 12 1946 de luxe 4-door saloon, black, sliding head, brown leather, heater, carefully used, excellent condition, taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [13298]

VAUXHALL 14

LEX GARAGES, Ltd., offer:-
1948 (April) Vauxhall 14hp saloon, J type, black, with brown leather, fitted heater and demister, originally immaculate throughout; £850.—LEX GARAGES, Ltd., 2, Lexington Rd., London, W.1. [100 vds. Piccadilly 3537] Get. 3600. [1534]
1947 Vauxhall 14 saloon; £775.—Blue Star Garages, 617, Finchley Rd., N.W.3. Ham 2255. [15296]
1948 Vauxhall 14 J type, well maintained, regularly serviced; £725 or near offer.—Berkeley Heath 3219. [1522]
1939 Vauxhall 14 saloon de luxe, black, brown hide, indistinguishable from post-war model; £485.—MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common, Battersea 5573. [9942]

1948 Vauxhall 14 J type saloon, black, brown hide, genuine 24,000 miles, beautifully maintained; £845; below.—
1939 Vauxhall 14 J type saloon, black, leather upholstery, chauffeur kept and in fine order; £565.—Robbins, East Putney. Tel. 4581. [3460]
£325—Vauxhall 14 de luxe saloon, black, 50,000 miles, 5 very good tyres, in excellent cond. throughout.—
MAKIN & HARRISON (MOTORS), 492-6, High Rd., Chiswick, Chiswick 0558-2619. [3256]
1947 Vauxhall 14hp saloon, in very nice condition; £775.—Gordon Wooderson, 48a, Drestwood Rd., S.W.16. Drestwood 8638. [2344]
1938 Vauxhall 14 J type saloon, black, brown hide, genuine 29,000 miles, beautifully maintained; £845; below.—
1939 Vauxhall 14 J type saloon, black, leather upholstery, chauffeur kept and in fine order; £565.—Robbins, East Putney. Tel. 4581. [3460]
£290—Vauxhall 14 saloon, 1938, sound through-out, only wants seeing and driving.—Kings Motors, 1, High St., Hounslow. Tel. 3532. [2822]
1946 £710.—Hendon Central Garage, Ltd., 44/46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1423-4. [2863]
WALTER SCOTT, Ltd.—1937 (model) Vauxhall 14 touring saloon, black, in exceptional condition; £545; exchanges, terms, 30%. College Garage, Hampshire, N.W.3. (Swiss Cottage Tube). Tel. 5914. [1503]
1947 (September) Vauxhall 14hp saloon, black, reconditioned engine, 8,000 miles, radio, one owner; £765.—Vanderbilt's (Buyers of good used cars), 215, Haverstock Hill, N.W.3. Primrose 4441. [1549]
NOVEMBER, 1946 Vauxhall 14, wireless fitted, immaculate condition throughout, mileage 29,000; one owner received new car; £750 or offers.—Cyril Norris & Son, Ltd., Higham Ferrers, Northants. Tel. Rundown 2957-8. [12800]
VAUXHALL 14/40 Melton 2-seater, 1924, total mileage 15,720, one owner: 5 new Dunlops, plus original tyres, in excellent condition throughout; offers invited; part exchange—Kingsstone Garage, Ltd., Stone, Dorset. Parkstone 284. [2784]
TANKARD & SMITH, Ltd., offer 1948 Vauxhall 14 saloon in black with brown leather, genuine 20,000 miles only, as new in every respect; £825; three months' written guarantee; also 200 guaranteed used cars of all makes.—198, King's Rd., S.W.3. Tel. Franklin 4801-2. [2767]
1946 Vauxhall 14 saloon, black, leather interior, defroster, Nock spot lamp; £725; also 1937 Vauxhall 14 touring saloon, in very good condition throughout; £295.—Ferraris of Cricklewood, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [1562]

1946 Vauxhall 14 saloon, black, leather interior, defroster, Nock spot lamp; £725; also 1937 Vauxhall 14 touring saloon, in very good condition throughout; £295.—Ferraris of Cricklewood, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [1562]
1946 Vauxhall 14 saloon, black, brown leather, greenish 20,000 miles, £725.—Vauxhall 14, 1946, finished in excellent condition, generally, engine practically unused.—See below.
£750—Vauxhall 14hp saloon de luxe 1947 model, immediately recognisable by one very fuzzy owner since new genuine low mileage model, use confined to basic rating only, original tyres with spare practically unused.—See below.

£175—Vauxhall 20hp special bodied four-door, four-light saloon, 1936, very scarce model, spacious and amply roomy, bodywork with large external panels cleanly finished in green and black with green leather interior, mechanical condition definitely above average, excellent tyres.

£175—Vauxhall 20hp special bodied four-door, four-light saloon, 1936, very scarce model, spacious and amply roomy, bodywork with large external panels cleanly finished in green and black with green leather interior, mechanical condition definitely above average, excellent tyres.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds.

C Tel. 2041 (5 ins.). Vauxhall main dealers.

Together with 350 cars of other makes actually in our showroom ready to drive away to day. Write for post-free catalogue. Easy and confidential hire purchase facilities, part-exchanges, free delivery, fares refunded in full to purchasers from any part of the country.

1949 (Oct.) Vauxhall Velox saloon, 2,900 miles, blue, grey leather, new. Tickford, B. 3336. Upper St., W.2. Tel. 5738. Temple Bar 3336.
1950 type Velox, finished grey, with red leather. trade and part exchange enquiries invited.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [13467]

1949 (November) Velox saloon colour black with brown leather upholstery, heater. £935.—Jarvia & Sons, Ltd., Morris House, Morden Rd., S.W.19. Liberty 4858. [1555]

VAUXHALL 25

1936 Vauxhall 25hp 6-seater, in very good condition throughout; £200.—
JACK WILLIAMS MOTORS, Ltd., 189, Priory Rd., Hendon, Middlesex. Tel. 2222 and 5773. [1739]

VAUXHALL 1937 saloon, 25hp, this car is in that brand new condition both externally and mechanically, low mileage and must be seen to be believed.

guaranteed; £935.—Value Cars, Ltd., 362, Upper Richmond Rd., East Sheen, S.W.14. Tel. 2963.

LIMOUSINE 25hp, partitioned, widest occasional, leather upholstery throughout black. £845.

LEAPE & SAUNDERS, Providence Court, North Audley St., Mayfair 2941. [13424]

VAUXHALL MISCELLANEOUS

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JACK OLDING, of Mayfair, the official retailers, are in a position to offer new Bentley and Rolls-Royce cars for early delivery.—Audley House, North Audley St., W.1. [0617]

RIPPON BROS., Ltd., the largest Rolls-Royce and Bentley distributors of Silver Wraith and Mark VI Bentley cars fitted with special coachwork; Rolls-Royce specialists since 1905.—Rippon Bros., Ltd., Huddersfield 6340.

RIPPON BROS., Ltd., the largest Bentley and Rolls-Royce distributors offer early delivery of Mark VI Bentley and Rolls-Royce cars fitted with special coachwork; Rolls-Royce specialists since 1905.—Rippon Bros., Ltd., Huddersfield 6340. [0249]

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A.F.N., Ltd.

JOINT distributors for London, Home and Eastern Counties also Berkshire, Bedfordshire and Buckinghamshire.—FALCON Works, London Rd., Isleworth. Hounslow 17578.

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OFFICIAL agents, will be pleased to accept orders for future delivery.

DAIMLER 2½-litre special sports chassis fitted with 4-door sports saloon, coachwork by Hooper & Co., Ltd., finished black.

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GORDON GARAGE (DULWICH), Ltd., Dulwich distri-

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don, S.E.22. New Cross 2466. [0610]

FORM

C. A. PETO, Ltd., for all Ford models and service.—42, North Audley St., W.1. Mayfair 3051. [0626]

DAGENHAM MOTORS, Ltd., main Ford dealers, sales and service.—56, Park Lane, London, W.1. Regent 4866.

RTHUR E. GOULD, Ltd., main Ford dealers, sales

and service: Minerva House, Cheneys St., W.C.1. Museum 6073. [0656]

FRAZER NASH

RQUESTS for literature and information in respect of the Frazer Nash, Le Mans Replica, Fast Roadster foursome cabriolet and Millie Miglia models should be addressed to A.F.N., Ltd., Falcon Works, London Rd., Isleworth. Hounslow 001. [4165]

HEALEY

HEALEY saloon and drop head coupe models for early delivery from Northampton Motor Services, Ltd., Northampton. Tel. 2662. [0663]

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WIMBUSH & Co., Ltd., Headford Place, S.W.1. Offer complete service and spares for Jowett cars and Javelin service. Sialia 0151. Sales: Abbey 5896.

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INGSTON-ON-THE-HAMES main agents for Jowett Javelin and Bradford vans.—G. W. Wilkin, Ltd., 1, Weston Park, Kingstanding 2241-2. [0620]

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KAISER FRAZER concessionaires for Great Britain.

K sales and service; applications invited from Corps Diplomatic and American service personnel for post-war or business automobiles.—Henry J. as distributor imports from U.S.A. Steele Griffiths, Ltd., Cambridge Green, London, S.E.5. Rodney 2201. [0309]

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OFFICIALLY appointed Lagonda retailers.

SALES and service at Melton Court, South Kensington, London, S.W.7. Kensington 6642 (5 lines). [0263]

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ARNOLDS of Manchester, main agents for Lancia.—Arnold, Ltd., Upper Brook St., Manchester. Ardwick 4261-7. [0670]

LEA-FRANCIS

CARDIFF, Glamorganshire, Monmouthshire distribu-

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GUY LAWRENCE, 2/10, City Rd., Cambridge. Tel. 5731. [0415]

WEST Yorkshire distributors of Lea-Francis cars.—

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J. C. ALFRED, Ltd., main distributors in

Manchester. Tel. Deansgate 4795. [0463]

LEA-FRANCIS—Birmingham and Midlands distribu-

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D service and spares. The Red Circle Ltd., Eastern Arm, Gt. Cambridge Rd., Tottenham, N.17. Tel. Tottemham 1906-7553. [0104]

LONDON Distributors for the West Riding of Yorkshire.—The Hollingdale Motor & Engineering Co., Ltd., 8, Otley Rd., Leeds. 6, Tel. Leeds 52627-8. Wire "Trubie." Leeds. [0321]

MORGAN

CONWAY MOTORS.—Morgan distributors for the 3/W 4/4.—301, Goldhawk Rd., Ruislip, R.D. [0247]

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SURREY MOTORS, Ltd., High St., Sutton. Morris main dealers. Sutton and district; spares and ser-

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NASH Car spares and repairs through Nash Con-

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C. A. PETO, Ltd., for Riley models and service.—42, North Audley St., W.1. Mayfair 3051. [0627]

RILEY distribution.—Wembley and district.—Your

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CAR MART, Ltd.

OFFICIAL retailers, will be pleased to accept orders

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ROLLS-ROYCE Silver Wraith touring limousine,

R coachwork by Messrs. Hooper & Co., finished cream and black.

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DAVID ROSENFIELD, Ltd.

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SHOWROOMS: 76, Deansgate, Manchester.

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SERVICE station, Cheetham Hill Rd.,

MANCHESTER. 8, Tel. Blackfriars 2302. [0651]

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COOOMBS & SONS (GUILDFORD), Ltd., for Rover

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M Garage, Guildford 62907-9. [0627]

NORTHAMPTONSHIRE and North Bucks.—Grove

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ket, Northampton. Tel. 4540. [0101]

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SOLE agent.

FOR Great Britain for the sale of first-class machine tools for the reconditioning of automobile motors wanted by
M. SEEST MASKINFABRIK, A/S, Aarhus, Denmark

[9650]

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AUTO-ELECTRIC CAR SERVICE, Ltd., for garage Goodmills, Ilford, Seven Kings 4666-7.

[0763]

55/- Brand new 6-volt starter batteries, 2-volt.

[5/3/6] guaranteed 12 months; carriage extra.

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[0923]

RICHFIELD, THOMAS & ELECTRICAL SERVICE CO., Ltd., starting battery specialists; replacing all types immediate exchange service, new batteries, collection and delivery.—Forts Green, East Finchley N.2. Tudor 4534.

12 volt car batteries in hardwood case; constructed to finest specification; new and recharged finish of war contract; £5/17/6; delivery including most useful heavy packing case 7/6 each.

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EXTRA D. battery (new), full capacity, well-known to makes. 6volt 110amps, size of case 12½in x 6½in x 9in, 79/- each, plus 5½ car, and pack; also Austin 7 at 56½, plus 5½ car, and pack.—White, 174, Old Rd., Surbiton, Elm 2315.

[3010]

SUPERIOR, (Brentwood), 12v car batteries (n.b. not D.W.B.); absolutely new, guaranteed, size 13½in x 7in x 9in, 24-hour service, carriage paid (ready for use). £7/10, c.v. most sizes £4; remit with confidence.—Unwin's-Autos, London Rd., Grays.

[8900]

BRAKES, CABLES, ETC.

RICHFIELD. BRAKE cables repaired efficiently by experienced repairers, any make or type, within 24 hours; all cables guaranteed, most types supplied from stock.

THOS RICHFIELD & SON, Ltd., 8, Broadstone Place, London, W.1. Tel. 0402 (5 lines). Established 11 years.

[0063]

Its life depends on your brakes; we will fit 1c.c. cables to your old ends; send old brakes, we will return refitted and tested within 12 hours.

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[0059]

BRAKE cables reconditioned as new; trade enquiries invited; send damaged and worn cables for quotation.—A. J. Browning, Dart St. Works, Dart St., London, W.10. Ladbroke 3841.

[0014]

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GARAGES and filling stations for sale and wanted.

EXTENSIVE list of active enquiries; valuations for all purposes.

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[0259]

GODDARD & SMITH (Valuers for all purposes), 22, King St., St. James's, London, S.W.1. Telephone Whitehall 2721 (20 lines).

HEREFORD, Birmingham, Gloucester and Newport, manufacturers, manufacturing premises of a well-known concern dealing with the manufacture of agricultural machinery and general service vehicles; to be dealt with separately as going concerns.

SURREY: main road position about 23 miles from London; substantially constructed garage, including office and stores, 1½ acre petrol fig.; garage, workshop with detached residence; 4 electric petrol pumps, usual equipment; suitable a/cs available, recommended; price freehold £12,000 all at.

WESTERN Avenue, prominent position; first-class garage and filling station complete with showrooms, modern canopy installation of electric pumps, long lease, economic rates; rent £1,000.

SOMERSET: main A.303; newly erected (1950) premises comprising garage, large bungalow and restaurant; 3 electric petrol pumps and comprehensive equipment; price freehold £16,000, stock at valuation.

A.P.Y. Garage Dept., Goddard & Smith, as above.

[1943]

FREEHOLD garage, approximately 4,300 sq ft, cellulose spraying and repair business, vacant flat, 6 rooms, £. & b. S.W. London, £8,500.—Box 6987.

[3595]

MESSRS. GLADING, S.C. & CO., Ltd., 8-11, Pavilion Building, Brighton (Tel. 3284), offer the following:

SOUTH COAST.—Very busy garage and car hire business, with excellent modern house adjoining; 5 hire service cars; electric pump; net profits £1,000 p.a.; rent £55 p.a. incl.; tenant to have benefit of 10% of gross sales and a freehold garage; 2½ acre plot, 1½ acre land and goodwill, £3,000 s.a.v.

WEST SUSSEX.—Established main road garage.

Willing station and car hire business, with modern house adjoining; 4 electric pumps; petrol sales 800 gallons weekly; 3 hire service cars; net profits £500 p.a.; freehold, goodwill and equipment £10,000 or offer, s.a.v.

FURTHER particulars of above and other garages available from Gladding Son and Wing, as above.

GARAGE owners wishing to retire should consult the experienced specialists.—Business Brokers, Ltd., 46, St. James's Place, London, S.W.1. (Regent 4720).

[0512]

EDINBURGH (near), garage business for sale; old-established; excellent property, three cars, good rents for sale; early entry.—Apply Box 2035, Robertson & Scott, Edinburgh 2.

[2966]

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[0512]

RANDBOROUGH, on road to Central and West Wales.—Freehold garage and filling station, full equipment, beautiful new bungalow residence, site nearly 5 acres; owner going abroad; price £6,500; offers invited.—Russell, Baldwin & Bright, Ltd., Leominster.

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PRIDE & CLARKE, Ltd., for new and second-hand dynamos, starters, starter batteries, lamps, Stockwell Rd., S.W.9. Tel. 6251. [0736]

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80/- - dynamos, 24v. 1,000w. 7in; extra large cap 24-36. 1,500w. dynamos, £9/10; mains 230v a.c. large 12x8in battery chargers 6v 3amp 24/17/6; ventilating blowers, 12v. 24v. 58/-; engines 1.2hp complete. £17; hundred other items.

LISTS free.—Powerco, Wandsworth Town Station, London, S.W.18. Bat. 5234. (10 mins. Waterloo.)

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FORD factory-reconditioned exchange engines are still available for 8hp, 10hp and 30hp V-Eight; also 22hp and 32hp Mercury, 4-cyl. 14-3 and 24bhp; brand new English 30hp and 32 Canadian Mercury now in stock.—139/140. The Arches, London, W.12. Shepherds Bush, 1615/2218. [0508]

FORD.—Ford. Ford.

ALMOST new British built V.8 engines, complete with clutch, 4-speed gear box, dynamo, starter. Solex carburetor and pump; £45 each; quotations for quantity. £10 per engine; bargain: order now while stocks last. **G. E. LAYTE & Co.**, The Highway, Beaconsfield. [0272]

HUMBER Super Snipe £25; Hillman Minx £25; Talbot 10hp. £25.

THE Humber Specialists, Hadleigh Garage, Marlpit Lane, Colindale, Surrey. Upplands 3637. [0846]

200 new and reconditioned engines for most popular makes. Robert Lilley, Ridgway Rd., London, S.W.9. Brixton 3372. [0627]

500 single-cam Norton engine for disposal; will take 1.000cc J.A.P. in exchange, cash either way.—Bristol Repetition, Ltd., Feeder Rd., Bristol, 2.

ELVIN COURT GARAGE, Ltd., 40-42, Kensington High St., W.1. Secondhand and reconditioned engines for Hillman Minx, Standard 12 and other popular models.

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1936 Riley Nine Merlin engine, splendid condition, small mileage since £45; overhaul, expert examination welcome; £55. Write Damm, Tregarth, Treorchy House, Redruth, Cornwall. Tel. 2332.

Austin 1.1l. exchange reconditioned engines 3-bearing; £12.50. A.P.C. Also blower-cooled ohv engines; com-

14 plate with exhaust, petrol tank, air cleaner, etc. flat base mounting, a real hard worker; £12/10. delivery 10/6 each; specification and lists available.

TEDDINGTON ENGINEERING Co., Ltd., 29-31, High St., Teddington, Middlesex, TW11 4. [0724]

GUARANTEED reconditioned replacement engines: Ford 8/10, 412/10; Morris 8, Standard 8, 17/10; Austin, Hillman, 10, 235; Ford 20/30, 40; Vauxhall 10/12hp £20.—Ruthers, Eastern Ave., Romford 2332.

Austin 1.1l. exchange reconditioned engines 3-bearing; £12.50. A.P.C. Also blower-cooled ohv engines; com-

14 plate with exhaust, petrol tank, air cleaner, etc. flat base mounting, a real hard worker; £12/10. delivery 10/6 each; specification and lists available.

TEEDINGTON ENGINEERING Co., Ltd., 29-31, High St., Teddington, Middlesex, TW11 4. [0724]

MASON Reconditioned Engines, Units 311, Greenford Rd., Greenford, Middlesex. Wanlow 4407. [0410]

EXCHANGE engine service to the trade; Austin, Ford, Morris, Hillman, all models, ex-stock, fully tested, guaranteed, 12 months' guarantee, outright sale.—Capital Garage & Eng. Co., Ltd., 14, Finsbury Rd., Moss Side, Manchester, 14. Tel. Mon. 1752. [0274]

FORD V-8-22hp exchange engines (all units), sleeved crankshaft, ground standard undersize and rebuilt throughout, 6 month guarantee; £42; fitting or delivery service if required.—Blackburn Auto Service, 41, Darlington Rd., West Norwood, S.E.27. Tel. Gilmill Hill 5386. [0503]

BLACKBIRD HILL GARAGE, Ltd., Blackbird Hill, Kingsbury, N.W.9. Tel. Colindale 6134-4485.

Engines and Accessories Wanted

WANTED, 1935 Armstrong Siddeley 12hp 6-cyl engine in reasonable condition.—Box 7123. [0264]

WANTED.—Engine, gearbox, 4-speed, and steering complete for 1939 Morris 8.—Aung.-R. Chester le Street, Durham. [0216]

Armstrong, six-cylinder, for Austin 1934 15.9 chassis P1313; reasonable condition.—J. Aston St. Shifnal, Salop. [0262]

WANTED.—Engine (with fluid flywheel) for 1935 Riley 1½-litre, preferably reconditioned.—J. Hoskyns, Rifle Dept., Winchester. [0261]

FINANCIAL PARTNERSHIPS

A BANK advanced amounts of other firms paid off or houses, shop property, factories, warehouses, farms, garages, reversions, etc., up to two-thirds today's value. Anywhere in England.—Weftords, 986, London Rd., Thornton Heath, Surrey. Tel. Tho. 2135. Est. 1906. Kept for future reference. No agents. 1995

GARAGE EQUIPMENT

CAR ambulance wanted, preferably pneumatics, state condition and price. t.o.r.—Fenny Bridges Garage, Honiton, Devon. Tel. 2246.

BATTERY Chargers, 2-6-12 volt, one amp, a.c. mains operated, enclosed steel case with ammeter, brand new; £7/6.—Thames Valley Products (A), 28, Camden Ave., Feltham. [0629]

AIR compressors, special modified high efficiency, hydraulic single-cylinder 2-stage air cooled, maximum output 850lb 2½ cu ft, complete with pulley for 4½in V belt; £4/10. delivery 5/6.

TEDDINGTON ENGINEERING Co., Ltd., 29-31, High St., Teddington, Middlesex, TW11 4. [0724]

VITREOUS enamelled signs, brilliant, durable, and inexpensive, any size, wording and colours to order. we will submit design and quotation for a single plate quantities.—Commander Enamel Co., Bishop St., Birmingham, 5. [0317]

GEAR AND STEERING BOXES

PRE-SELECTOR gear boxes as fitted to Daimler, Armstrong Siddeley, Riley cars, etc., repairs and adjustments.—Arrot Motors, Ltd., 169, Fulham Rd., S.W.3. Kensington 7301. [0131]

R. H. PEARCE

FORD reconditioned gearboxes for all models, including Canadian steering column change types, and American 74 model 22hp; new boxes for outright sale 10hp, 10hp and 30hp; remember Pearce for Ford.—139, The Arches, London, W.12. Shepherds Bush, 1615/2218. [0508]

MOTORING, Ltd., 18, Talbot Hill, Hillside, 2000. [0763]

Steering nuts, Ford 8, Minx 23/6. Standard and Singer 22/6, etc., etc. All types stocked. Steering boxes reconditioned.—Witham's Motor Engineering, Ltd., S.W.9. Tel. 6251. [0736]

SHIPS 43/10; nuts sold singly (fitted with immovable steel bush); Ford 17/-. Hillman Minx 21/-. Standard and Singer 22/-. etc., etc. any nut made to pattern.—Foxley Garage, 1a, Elliott Rd., S.W.9. Tel. 6251. [0736]

RECONDITIONED rates offered on our exchange dispatch stock models: Ford, Morris, Austin, Standard Vauxhall and Bedford range; in cases where no service box is available, we can probably recondition or repair your gear box; send it to us for free estimate.

TRIANON, Ltd., Aldermaston Rd., Watford Way, Hendon, N.W.4. Hondon 7605-6. [0049]

GENERATING PLANT

GENERATOR Bargains

MEADOWS type M.1, slightly used, 9kva, 230-volt, 50 cycles, single phase generating set, with independent 100amp D.C. circuit driven by 12bhp Meadows 2cy water cooled petrol engine; undoubtedly a miniature power station.

KHOLER.—Type K.1 used Kohler 110-volt D.C., 10kva 50 cycles, with control panel, recently overhauled, petrol/paraffin; ideal for farm, etc.; price £55.

C. L. and C type C.1 little used Coventry Climax dynamo engine, 100-110-volt, 27.2amp, 1.600r.p.m., continuous rating A.C.; price £240.

STUART Turner type RT/2, reconditioned Stuart Turner 120/140 A.C.; 50 cycles, 10.8amp, 2.5kw, 1500v, 120v, stationary control panel, price £125.

TYPE Master brand new generating set, petrol 230v A.C., 60 cycles, 1.5kva, 65amp, 1.800r.p.m., 6v self-starter; price £59/10.

TYPE Oman brand new 6-12-volt charging set, complete tools, spares etc., 15v, leads for charging price £45.

CARS and packing extra.

MARBLE ARCH MOTOR SUPPLIES, Ltd., 286, Cambridge Avenue, 2nd Fl., Regent Rd., W.5. Tel. 511-115. [0736]

GENERATING Sets, 28 watt, 10 kVA; reasonable prices; lists free.—Young's, 32 Tooting Bec Rd., S.W.17. Balham 7791. [0435]

COVENTRY Climax, Douglas Scott petrol electric generating sets, 150-volt a.c. and 250-volt a.c. also 26-watt a.c. and 26-watt d.c. complete with radiators, quotation by return; established 27 years.—Clare's Motor Works, 98, Tulis Hill, London, S.W.2. Tulis Hill 6002.

ROSE & YOUNG, Ltd., offer Coventry Climax petrol electric generating sets, approximately 3kva, 4-cylinder 8 horse, water-cooled engine, 230v, a.c. £48; also 130v, 5-watt, £38. 65-69, Sternhold Ave., Streatham Hill, S.W.12 (1 minute Streatham Hill Station). Tulis Hill 6464. [0276]

ONly, unused, 9kva petrol electric generating set, with governor gear isenthal voltage control, complete on pedestal, cost £900; accept £125 to clear as space is required.—John Ross, Ltd., Stamford Road, Wallington, Surrey. Wallington 6677-8. [0276]

HIRE PURCHASE

HIRE purchase facilities available on 1931-1936 cars to approved traders.—Finance Dept., Carmasters, 35-37, Upper Elmers End Rd., Beckenham, Beckenham, 6997. [0274]

SPRAY painting, welding, car body repairs, repetition work.—Grange Court Studios, Ealing 6951. [0240]

CELLULOSE undercoats, 12/- p.g.; lacquers, 14/- p.g.; many colours.—Wynwood, 134, Green Lanes, N.16. [0240]

HOODS, G.E.C., complete unit with radio, etc.

Coach Trimmers, 13, Pratt Mews, Camden High St., N.W.1. Tel. Euston 1885.

Head spot or fog lamp. 1in front, all-black.

Chain brand new, 25/6, post 1/6; new ex-W.D. converted spot lamps, complete with flex and bulb, 6- or 12-volt, 12/6, post 1/6.

Chain brand new, low profile Nifty car jacks, range 5in to 12in, weight 8lb capacity 1 ton; list price 37/6, on price 22/6, car, 1/6.

ATTAS triplate chargers, 2/- and 6-volt 1/amp.

Chain 33/-; 6- and 12-volt 1/amp, 37/6, 2.6- or 12-volt lamp, 85/-, car, and packing 2/6; send for descriptive leaflet.

Chain decarbonising brush outfit in steel box, 9-piece outfit containing valve guide, wire wheel, splayed wheel, valve seat, taper and flat brushes; usually 75/-, our price 37/6; car, and packing 2/6.

Chain New oil gauges, panel fixing, 100lb, usually 25/-, our price 9/6; 20lb, 15/-, post 6d.

Chain side screen; tonneau covers, etc.; specialist quality.—Whites Garages, Camberley 1900. [0483]

CELLULOSE spraying, coachpainting, trade inquiries invited; first-class work competitive rates.—W.B.M. Motors, 35, Clarendon Rd., Wallington 7860. [0274]

Tools for re-covering hoods and all coachwork repairs.—Upper St. Martin's Lane, W.C.2. Temple Bar 5358.

FREEMAN hoods re-covers, upholstery, carpets, sidescreens; tonneau covers specialist.—Freeman, 108a Park Road, Bollo Bridge Rd., Acton, W.3. Acorn 2133.

THE CLAS—Austin 1.1l. 12v. 1938-40, engine overhaul, prompt attention, estimates free.—Autospots, 15, Torrington Place, Tottenham Court Rd., W.C.1. Tel. Museum 1281. [0103]

CELLULOSE paint in undercoating, finishing; also for steel, stoppers, etc., from stock.

A Oly & Son Ltd., 167, High St., Peng. S.E.20. Tel. Sydenham 6000 (14 lines). High St., Peng. S.E.20. [0103]

Trimming specialists, trade and private hoods, sidescreens, carpets, seating roofs, headlinings, supplier of all trimmings, 6 p.m. Saturday, Knightsbridge, 1. Tel. 511-115. [0103]

CONNELLI BROS. specialists in hoods, head linings, upholstery; trimmed or manufactured to your design and requirements; trimming materials supplied.—667 High Rd., Leyton, E.10. Leytonstone 4048. [0107]

Steel, domestic, stovin, etc., £1.50 per cwt. free; catalogue of paints and plant hire free.—Leonard Brooks, 19, Harold Wood, Romford. [0768]

WINGS for all body materials, heavy quality 63in black rubber tipping, 12/6 yd.; finest suede head lining, waterproof 54in, 17/6 yd.; 72in hoodings, all leather, over 150 styles; 100% leather; 100% cotton; headrests, angles, etc.; for body construction; min. 16' fscap, pages spares list with practical hints and tips; send s.e.e. and p.o. 2/- (refundable).—Wings, 195, High Street, West Wickham, Kent. [0112]

INDEPENDENT SUSPENSIONS

FORD owned by independent firms; suspension to your car and original 100% carrying road holding, immediate delivery, price £24/10.

NORTH DOWNS ENGINEERING Co., Westway, Caterham, Surrey. Caterham 2365. [0129]

ECONDITONED exchange suspensions; Vauxhall 10, 12, 12, £15; D.K. 12/10; 25; 32; Opel 18/10; Fiat 220; American cars, Bedford (etc.), shock absorbers. Trade discount!—Pri. 2647, 10, Winchester Mews, N.W.3. [0135]

INSURANCE

IINVINCIBLE premiums by convenient instalments.

IINVINCIBLE no claims bonus up to 33½%.

IINVINCIBLE policies for 2, 3, 4, 6 and 12 months.

IINVINCIBLE POLICIES, Ltd., 7, Whittingham Avenue, London, E.C.3. Tel. Mansion House 2361. [0574]

RACKPOOLS.—Low rate, immediate cover, short period, temporary payments, stamped addressed envelope, 222, Stanhope Rd., Fulham, S.W.6. [0222]

PRIDE & CLARKE, Ltd., immediate cover, any area, make, district, lowest rates, maximum bonuses, discounts.—Stockwell Rd., S.W.9. Tel. 6251. [0736]

CHEAPEST rates—Premiums payable monthly, quarterly, half-yearly, annually.

CHEAPEST rates—Premium

FINAL clearance, 650 only, brand new ex-U.S.A. army F tool bags, buy now, only 7/6 each; post free.—Hammer Hardware Co. Ltd., 52, Southwood Drive, Tolworth, Surrey. Tel. 747-7.

BLISTER hammer, 91ft. x 45ft., complete with purpose-made asbestos sheets; blower frame, 91ft. x 45ft., fully reconditioned blower ends with and without doors; immediate delivery and erection.—E. Chuter, Ltd., 94, Victoria St., S.W.1. Victoria 9351-3.

MAGNETOS

LUCAS SERVICE STATION (props. Cox & Co. (B. W.), Ltd.)—branch.

REPairs, replacements, rewiring, complete overhauls, R exchange batteries, dynamos, starters, etc.; keen prices. Beckenham: Clockhouse 6th, Beckenham Rd, Beckenham 1146-7. Camden Town: Parkway, Delancey St. N.W.1. Gulliver 4461-4. Clapham: Lental Terrace, Clapham (S.W.1) Station, S.W.4. Macaulay 1268-7. Kinnerton: 111, Brightside Lane, Tel. Croydon 44-5. Kingston 1244-6. Wood Green: 289, High Rd., N.2. Bowes Park 1184. Bournemouth: 50, Poole Hill, Bournemouth 1014. [0174]

MATS, RUGS, ETC.

ARTHUR MULLINER, Ltd., for tailor-made carpets: A patterns on request to Dept. A.R., Bridge St., Northampton. Tel. 907.

MUDGUARDS

CYCLE-TYPE wings, domed section, central rib, front or rear, light steel, 5in. 16/-, 5in. 17/6, 5in. 19/6; side wings, 21/4in. 16/-, 23/4in. carriage type, 21/4in. V.W. Derrington, 159, London Rd., Kingston-on-Thames 5621-2.

Miscellaneous Wanted

PLATINUM contacts, points, crucibles and scrap platinum wanted for spot cash.—M. Hayes & Sons, Ltd., 106, Hatton Garden, London, E.C.1. Holborn 6177.

NUMBER PLATES

NUMBER plates, chrome, the superior pressed alloy, minimum plate for heavy gauge, 24-hour postal service.—Taylor's, Mark Rd., Wolverhampton. "Grams," "Numo." Tel. 21019. [0067]

PARTS AND ACCESSORIES**AS**

AUTO SPARES, New Malden, Surrey.

WE are now dismantling 1936 Lancasters 14; 1938 V.W. Renault 12.9hp; 1937 Rover 14 (no body); 1933 Morris 10; 1934 Talbot 18-75; our large stock of new and second-hand components covers most makes from 1924-1950; try our unrivalled service.—42, South Lane, New Malden, Surrey. Tel. Malden 1695. [0013]

BROOKS OF LINGFIELD.**NOW dismantling**

1933 Standard little 9hp; 1934 Hillman Minx; 1938 Standard V8 20hp; 1935 Austin Light 12/4; 1934 Lancaster 18hp; 1936 Wolseley 14, Series 2; 1938 Vauxhall D.X. 14hp; A.J.S. 2hp; 1934 Triumph Gloria 12.95. [0015]

GLENBEECH (MOTOR COMPONENTS) Ltd., 275, Lingfield Rd., Lingfield, Surrey. Tel. Lingfield 566-566.

ROVER, Ford, Vauxhall, Austin, Standard, Triumph spares and accessories at Furthons, Ltd., 160, Poole St., Woolverstone 3434.

CAR MOTORS, spare part stockist and dismantlers, Blackburn. Tel. 6745. [0087]

PARTS made to order including gears; general spares and accessories always in stock.—Blakey & Dart, Newland, Birmingham 10. [0085]

1937 Austin 16 engine and gear box, perfect order for disposal; also other parts, same model: what offers?—Primrose 6666. [0261]

CROWN wheel and pinion, new or good condition required for 1933 13.8hp Talbot.—Feridax, Ltd., Frederick St., Birmingham 1. [0262]

ALWAYS breaking up cars and lorries, parts guaranteed, prompt service.—Woodfield & Turner, Parsonage Mills, Burnley. Tel. 2045. [0364]

CARLTON FORGE for service, especially in roasting and retempering springs, 4 days service.—Edgeware Rd., Cricklewood, N.W.2. Gladstone 2242. [0377]

HAMBER chassis 25hp, 1938, completely overhauled, 37, Elevation Place, S.W.7. Wester 0489. [0260]

SINGER spares, all types recon, steering boxes, distributor, gears; many other spares in short supply.—Murphy of Mortlake, 17, Sheen Lane, S.W.14. Pro. 330. [0498]

1933 Sunbeam racing 16/2, 18/2, 20/2, crown wheel, crown teeth, toe-in, springs, wheels, perfect: £10.—Mathews 14, Richmond Rd., Grimshay, Lincs. [0261]

SEND for leaflet describing the Ranger sparkling plus spanner, saves broken porcelains and burns fingers.—E. F. Ranger, Ltd., Gloucester Rd., Littlehampton. [0262]

FORD 8 Cyl. Mercury Utility, 1938, 16/2, 18/2, 20/2, all parts available.—Wharfside Garage, Ltd., Wharfside Rd., Bournemouth. Westbourne 64497. [0262]

BRIGGS AUTO REPAIRS offer crown wheels and B pinions, timing chains and ring gears, axle shafts and universals.—22-24, Powell Rd., Clayton, E.S. Amherst 1775. [0264]

BEST—Dismantling 1936 Morris 8, 1937 Talbot 75, 1934 Alvis 17hp, Leondora 16/20, Bentley 3, 4, and 6½-litre, Lancia Lambda.—High Rd., Whetstone, N.W.20. [00915]

ELEPHANT MOTORS, Ltd., for pistons, valves, swivel pins and ball bearings, clutch and brake linings, repair parts for most makes; full range of accessories, send us your inquiries.

FIRRITE timing gears for Alvis, Delage, Humber, F Hudson, Huchinson, Lagonda, Morris, Isis, Lea-Francis, Opel, Riley 9, Singer Junior, Studebaker, Sunbeam, Talbot, Tatra, Vauxhall, Wolseley, Newbeam, Causeway, London, S.E.1. Tel. Hop. 3262. [0773]

LET us supply or obtain those elusive spares; we have a large stock, new, s.h./personal attention all enquiries, return post.—Clowes Motor Agency, 181, Mary St., Birmingham 12. Calthorpe 2510. [02793]

ANOLO-AUTO ACCESSORIES, Ltd.—All types of A powerful horns in stock, mission horns, 5 and 12 volt condensers, writing pen requirements.—Great Queen St., London, W.C.2. Tel. Holborn 4465-B. [0266]

CROWN and pinions, new stock available for some C Morris, Austin, Vauxhall, Ford, Renault, Singer and other car manufacturers invited; give full details of car.—Trinity Avenue Rd., Watford Way, Hendon, N.W.8. Hendon 7605-6. [0253]

WITHAM'S!—Spares of every description, new and second-hand; new replacement crown wheels and pinions from 55/- pair, axle shafts from 22/-, road springs from 19/6, steering gear, 18/-, front bushes, from 19/-, shock absorbers from 11/6; exchange units, batteries, etc., etc.; let us quote for your requirements, all prices keen.—Witham's Motors, Ltd., 18, Balham Hill, London, S.W.12. Battersea 3280-3769. Open 8 a.m. until 7.30 p.m., Sunday mornings 10-1. [0542]

THE Humber specialists; all spares, new and second-hand, for Humber, Hillman, Commer, 1939-1948, and 1949 models; Hillman, Commer, 1939-1948, Super Snipe, high speed diff unit, all parts for 4-wheel drive.—Hedgeleigh Garage, Marlpit Lane, Coulsdon, Surrey. Uplands 3537.

CONWAY OF ACTON member of M.V.D.A., have complete stock of spares, axles, bushes, drive shafts, wheels and all parts for most cars and D.V.D. vehicles; also complete vehicles and trailers at competitive prices.—Call, write, wire or Tel. Acorn 1748. Conway of Acton, 19, High St., Acton, W.3. [0694]

PRIDE & CLARKE, Ltd., for all accessories, foot pump, single cylinder, 18/6, pair, 20/-, post 9d each; tyre gauges 5/-, post 4d; illustrated catalogue free.—Stockwell Rd., S.W.9. Brl. 6251. [0741]

MOTOLYMPIA dismantlers with method stripping 1936 Morris 8, 1935-6 Wolseley, 1935 Hup., 1936 Huds. Straight 8, 1937-8 12/4, 1934 Daimler 15, many thousands of gear wheels, drive com. rods, new axle shafts, crown wheels, road wheels, Ward's Motolypia, Leasowe Rd., Wallasey. Tel. 4151.

TWIN SU, petrol pump, 12v, new, £4/2/6; also S.U. pump, 6v, £1.50; 12v, £1.50; 24v, £2.50; or 27/6 on exchange. Large stocks of new spares, shafts, gaskets, king pins, S.U. pumps, crown wheels and pinions etc., early and late models; established 1921.—Clare Motor Works, 254, Brixton Hill, London, S.W.2. Tel. Tulis 3433. Second-hand depot, 96, Tulis, S.W.2. Tel. 6002. [0218]

BURT'S MOTORS have huge stocks of new and second-hand spares, all makes, cars, vans, lorries, Austin, Buick, Chevrolet, Chrysler, Dodge 20hp, Dodge, Ford, Hillman, Hudson, Terraplane, ex-W.D. Humber, Utility, Morris, Packard, Riley, Rover, Standard, Studebaker, Vauxhall and Wolseley etc., linings, gaskets, king pins and electrical equipment, etc., etc.—Call, write, wire or Tel. 4151.

MATSONS LTD., 19, High St., Kinnerton, Kinnerton 1211.—Carriage 5/-, U.S. pump, 6v, £1.50; 12v, £2.50; or 27/6 on exchange. Large stocks of new spares, shafts, gaskets, king pins, S.U. pumps, crown wheels and pinions etc., early and late models; established 1921.—Clare Motor Works, 254, Brixton Hill, London, S.W.2. Tel. Tulis 3433. Second-hand depot, 96, Tulis, S.W.2. Tel. 6002. [0218]

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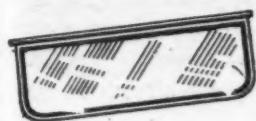
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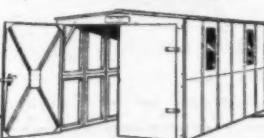
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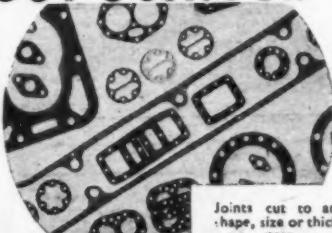
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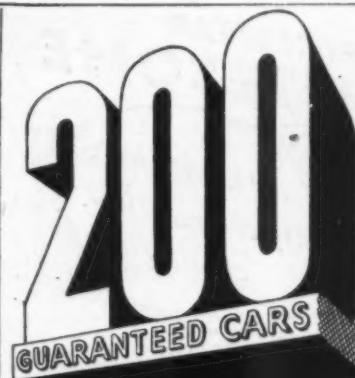
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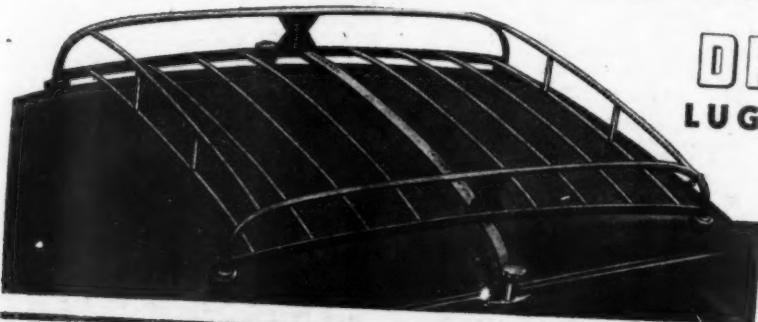
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